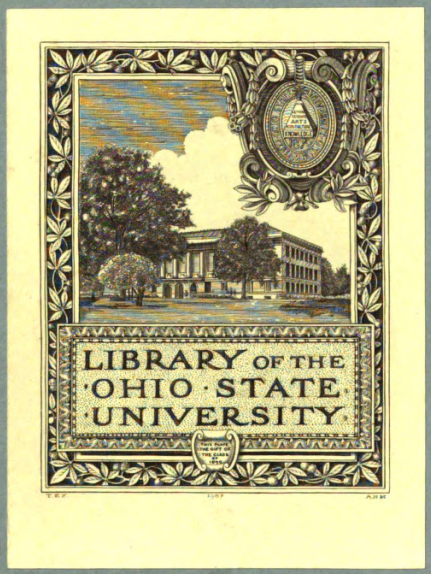

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ILLUSTRATED LONDON NEWS
1918
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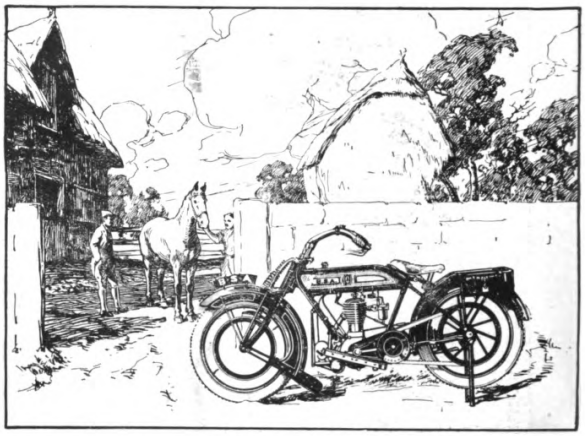
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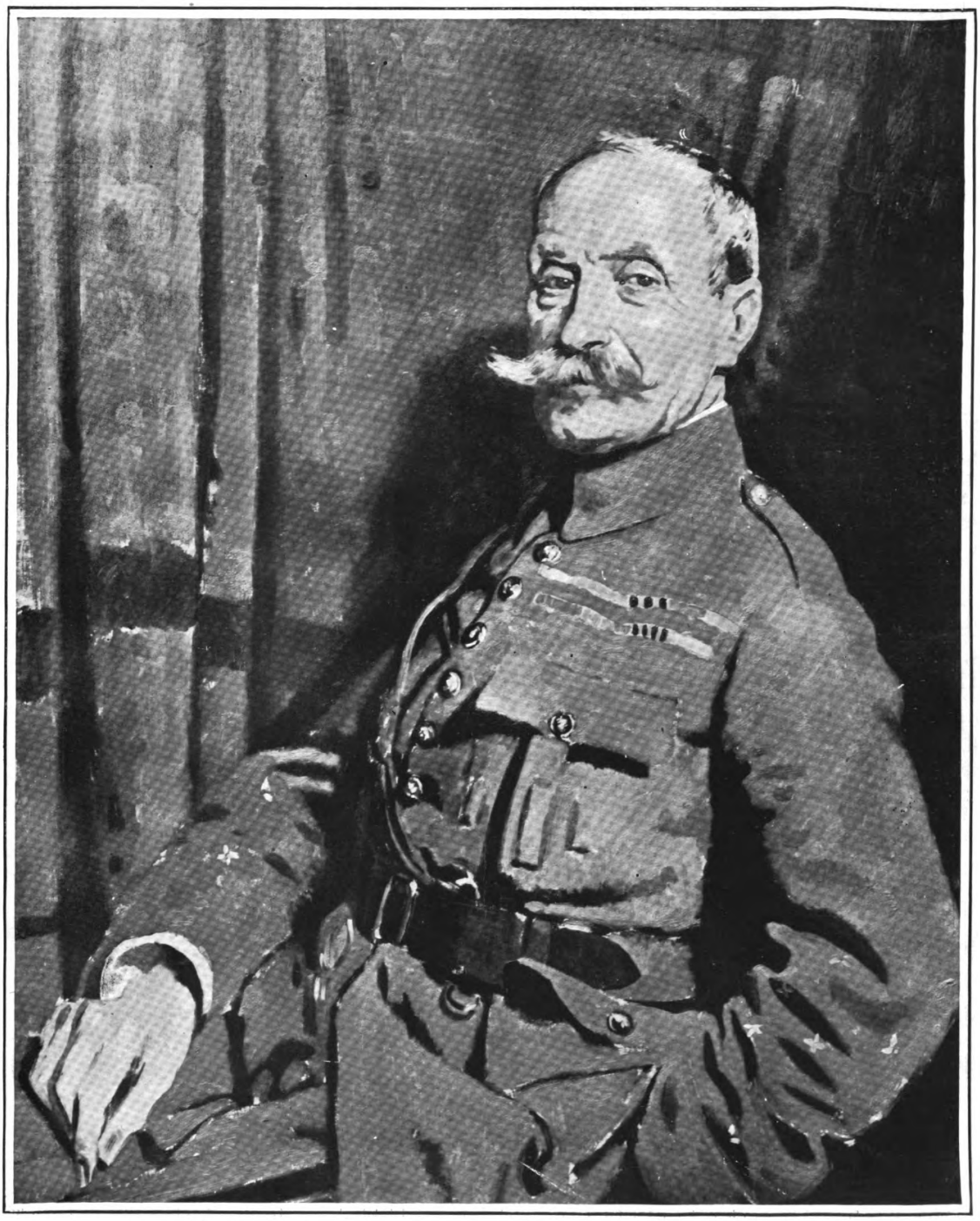
SOLD THROUGHOUT THE WORLD.

THE ILLUSTRATED LONDON NEWS

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"HE . . . TOOK THE INITIATIVE OUT OF THE HANDS OF THE ENEMY": MARSHAL FOCH – BY SIR WILLIAM ORPEN.

What we owe to the genius of Marshal Foch was well put the other day by Mr. Bonar Law. "The Germans," he said, "had arranged a great offensive in Champagne for July 15. Marshal Foch knew their plans. The attack took place, but, instead of concentrating his troops in front of the attacking forces, Marshal Foch put all his reserves on the right flank of the attacking army, and took the initiative out of the hands of the enemy. . . . Concentrated against the British front was an overwhelming mass of Germans. To carry out his plan, British troops were moved down to assist Marshal Foch. To take such risks wisely, is the sign of a great commander."

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HELPING TO FREE 1000 SQUARE MILES OF FRANCE: BRITISH FORCES.

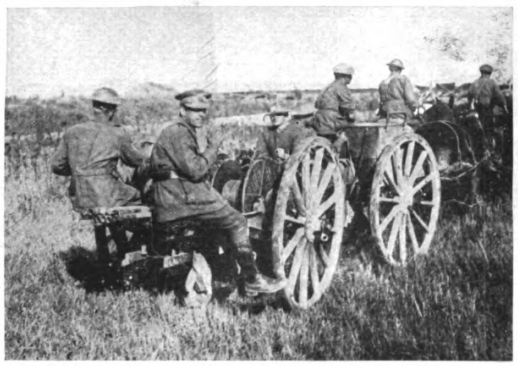
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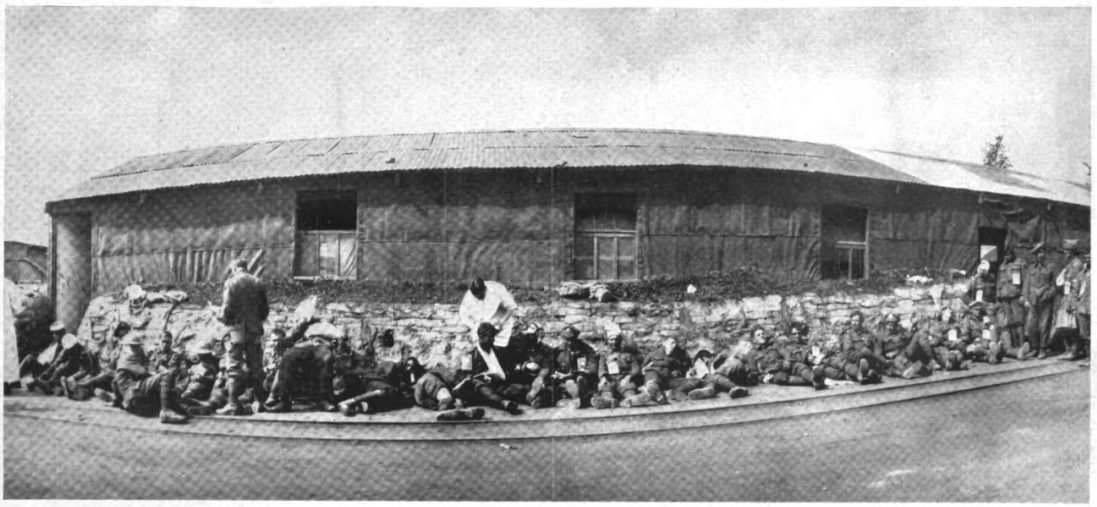
MAKING THE WAY EASIER FOR THE TRANSPORT OF SUPPLIES AND AMMUNITION: CANADIAN ENGINEERS CONSTRUCTING A "CORDUROY" ROAD THROUGH A CAPTURED VILLAGE.



THE ENGLISH FIGHTING-LINE: LINCOLNS IN A TRENCH JUST CAPTURED—READY FOR THE ENEMY'S RETURN.



LINKING UP THE BATTLE-FRONT WITH HEADQUARTERS: AUSTRALIAN SIGNALLERS LAYING TELEPHONE WIRES.



AT A CANADIAN CASUALTY CLEARING STATION NEAR ARRAS AFTER AN ADVANCE: DOCTORS ATTENDING TO THE WOUNDED BESIDE A LIGHT RAILWAY.

British victories on the Western Front alone, in which men both from this country and the overseas Dominions have shared, have followed each other with such bewildering frequency of late that it has been difficult to realise the total results achieved. Speaking at the Guildhall on September 30, Mr. Bonar Law gave a general outline of what had up to then been accomplished. "Since July 18," he said, "the British forces by which I mean the British Empire forces have recovered for France 1000 square miles of territory. They have recaptured 250 French villages, and they have captured more than 120,000 German prisoners." Truly, as he said, it was "a wonderful record." In the above photographs some of the men who achieved it—English, Canadian, and Australian—are seen carrying out their respective duties, and thereby contributing to these magnificent results.

WHERE THE HINDENBURG LINE WAS BROKEN: QUÉANT AND INCHY.

Official Photographs.



WHERE THE DROCOURT-QUÉANT (OR "SWITCH") LINE WAS STORMED: THE WRECKED CHURCH AND VILLAGE OF QUÉANT.



"INCHY AND MŒUVRES . . . STILL BEAR SOME RESEMBLANCE TO VILLAGES": A VIEW OF INCHY, BEYOND THE HINDENBURG LINE.

Inchy is a village close to Mœuvres (of famous memory) and the Canal du Nord, while Quéant lies some three miles to the west. They were captured in the advance towards Cambrai of September 3, when the Hindenburg Line was first broken, at its junction with the Drocourt-Quéant or "Switch" Line. Mr. Perry Robinson, describing the fighting there, writes: "The Germans were still in possession of their formidable defence lines. Driving south-eastward from their positions out of Inchy Wood (which, in spite of its name, is 3000 yards north-east of the village of Inchy), the Naval Division swept down the slopes east of Pronville, so cutting off both that place and Quéant. . . . The enemy made little resistance. . . . The Germans did not have time to do their usual thorough wiping out of villages before they fled. Inchy and Mœuvres still, I am told, bear some resemblance to villages, with real streets, between fairly recognisable houses." Quéant, as our upper photograph shows, suffered more severely.

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A MODEL HEALTH CENTRE: SIR BERTRAND DAWSON'S PLAN. (See Illustration on Page 403.)

"THE health of the people," said Mr Lloyd George recently, in forecasting the problems of reconstruction after the war, "is the secret of national efficiency and national recuperation." The results of medical examination of recruits showed, he explained, that if the State had taken proper care of the physical fitness of the people, a million more men would have been available for military service. The proposed Ministry of Health would take this vital matter in hand.

Meantime, an extremely interesting and valuable contribution to the discussion of the question has been made by Major-General Sir Bertrand Dawson, of the Army Medical Service, Physician-in-Ordinary to the King, and Physician to the London Hospital, in his Cavendish Lectures recently delivered before the West London Medico-Chirurgical Society. They are easily accessible in a sixpenny pamphlet entitled "The Nation's Welfare. The Future of the Medical Profession" (Cassell), which should be read by everyone interested in the question of public health.

The author reviews the whole subject with great breadth of sympathy and imagination, and makes many practical suggestions regarding hospitals and their staffs, general practitioners, and the future relations between the medical profession and the State. The most interesting of his schemes — that for the establishment of Model Health Centres on the outskirts of towns and cities—is explained in an appendix, with a diagram drawn by Major Biddulph-Pinchard, R.A.F. A full-page drawing made from it appears on another page of this number, with explanatory notes.

Sir Bertrand Dawson emphasises the importance of physical culture and games, for which he would have the Health Authority provide grounds at every such centre, in charge of a doctor who has specialised in physical training. "The Playing Ground," he writes, "is an important part of the scheme. Here exercises and games designed to secure physical fitness and beauty, and to remedy defects, would be directed by skilled instructors. Here, too, provision would be made for our national games under conditions of true sportsmanship, and detached from undesirable over-growths. These Playing Grounds must not be confused with public recreation grounds. They are not places in which to loll about in idleness, but rather places of pleasurable and ordered occupation where the spheres of Health and Education meet, and where body and mind are taught to work together in the happiness of concentrated effort.

"In the Curative Clinic lapses from health are restored. In the Preventive Clinic, lapses are prevented. In the Playing Ground, health in its perfection is sought after, as an active and not only a passive conception. Health in its fullest sense means vitality, endurance, the joy to be up and doing, training the mind to think well and act quickly, and of the character to 'play the game.' It carries with it the happiness of effort in a common cause which is the basis of sympathy and service. These are the things a community should provide for its youth. It is influence, not preaching, which makes good citizens."

THE FUTURE OF GERMANY'S COLONIES.

By MAJOR W. WHITTALL.

THAT the erstwhile German colonies can be returned to their former owners at the end of the war is unthinkable. This is a fundamental proposition with which the majority of thinking people will agree almost without question. So deeply rooted is this conviction that it would almost seem superfluous to adduce confirmatory arguments. When the subject is further examined, however, it will be seen that there is a real need for a deeper understanding of the questions involved than is at the moment possessed by the mass of the Allied peoples. It is probably true to say that most people have based their conviction upon the knowledge that Germany as a colonising Power has been not so much a failure as a deep discredit to civilisation, and that to hand back to her maladministration some millions of her former subjects would be unfair to the latter and utterly repugnant to the Allied sense of justice. That is perfectly true, and would be a good argument by itself, were it not that there are other and even more cogent reasons still against our allowing Germany to own a square mile of territory outside of the European possessions which will be left to her after the settlement following the cessation of hostilities. There is a round dozen of such reasons, but for the moment we need concern ourselves with one only, which is the most powerful and convincing of all.

The Allied Powers are waging this war not only in defence of the liberties which were directly and immediately threatened by Germany when, at her own chosen moment, she let loose a well-nigh universal war, with the design of imposing her will on the free peoples of the world, but in order that never again shall Germany be given an opportunity of bidding for the domination she has so narrowly failed to achieve in this war. In a word, we are fighting for future security, and, unless we make absolutely certain of that, all our sacrifices will have been in vain—we shall have grasped at a shadow.

As the prospects of a German victory become more and more remote so German statesmen and publicists lay greater stress on the claim that, whatever the terms of settlement of the war may be, they must include the return of the colonies. Hindenburg says: "Without colonies there is no security as regards raw materials; without raw materials there can be no industry; and without industry there can be no prosperity." The answer to that is that the total exports of raw materials from Germany's African colonies before the war amounted in value to no more than £5,000,000 per annum. Obviously, Germany does not want her colonies back for the sake of the raw materials she obtains from them. These she can obtain, like any other non-colonial Power, in the open markets of the world. Ludendorff, the Crown Prince, Count Hertling, and others have said the same thing in almost identical words; but it was left to Captain von Weise, one of the German official orators, to disclose the naked truth. Speaking to a Berlin audience, he said: "We need colonies in the Pacific for military and strategic reasons; we need naval bases." Why does Germany, who has expressed her agreement with the principles of disarmament, need colonies in which to establish naval bases? The answer is perfectly clear, to be read by all: in order to prepare a future war which will give her what she has failed to achieve in this.

The intent is clear: we can see the thread running through every utterance of the leaders of the Pan-Germans when they set out to discuss the future policy of the German Empire. Admiral von Capelle, in the Reichstag on May 11 last, said: "Our whole war industry will be used for building submarines, and precautions will be taken to see that for years to come there shall be no slackening in the regular delivery of new submarines." Why? Because Germany, no longer hoping to win this war, sees that science has placed in her hands a new weapon which, if we give her back her colonies and allow her time, will afford her the tempting prospect of being able to subject to her will the free nations of the world by the bringing about of a complete stoppage of maritime traffic. Could she accomplish this? If we look at the chart (on the opposite page) on which are plotted the radii covered by submarines of existing types, supposedly based on Germany herself and on her former colonial ports, we shall see that every marine trade route, excepting the coastwise traffic lanes on the western side of the American continent, is within the sphere of action; while the most important are actually twice covered by the overlapping radii of submarine craft operating from separate bases. We see, too, the significance of Captain von Weise's demand that Germany shall have naval bases in the Pacific—obviously that she may at her will close the western American waters to coastal navigation.

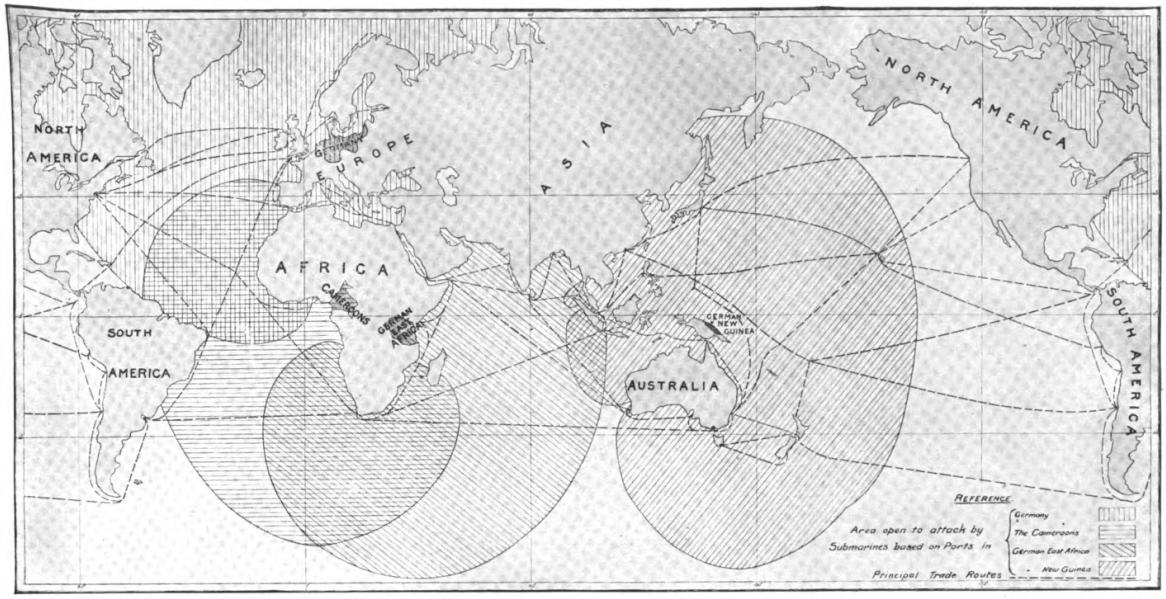
In the endeavour to appreciate Germany's objects we must avoid the error of thinking of naval war in terms of battles. Naval war in reality centres round the control of communications. Denial of the right of way to the enemy and the maintenance of our own highways—that is the final aim and object of naval war. Battle fleets, with their attendant cruisers and flotillas, are only a means to that end. In the present war the enemy's battle fleet refuses action, being the weaker; and so it comes about that the Allied battle fleets hold the ring for the submarine and anti-submarine forces to fight out the battle for the control of communications.

During the present war Germany's submarines have been entirely based on the North Sea ports; but, comparatively restricted as they are in their radius of activity, we are compelled to keep in commission over 10,000 craft of all kinds to deal with the menace to our sea communications. It is hardly necessary to labour the point that, if the German colonies were returned and Germany allowed to establish powerful submarine bases overseas, the task of keeping down their activities in a future war would be one of insuperable difficulty, and it would not be long before Germany had the world at her feet.

Even if we rule out the ultimate conclusion that, given the opportunity, Germany would make another bid for world-power, the menace consequent upon her possession of overseas bases would entail a crushing burden upon Great Britain in the shape of enormously increased Naval Estimates in preparation to meet the possible danger of war against the world's maritime traffic. One of the main objects for which we are fighting is the reduction, not the increase, of the intolerable burden of armaments; and it is abundantly clear that if we present Germany with the potentialities for mischief, we shall have failed in this end. There can be no question of "guarantees," which are entirely valueless when they are tendered by a Power which we know from experience regards them merely as scraps of paper to be torn up when it suits her interests. There is only one way in which a poisonous snake can be rendered harmless, short of killing it; and that is by the extraction of its fangs.

There are, as has already been said, many other reasons against allowing an aggressive Germany again to become a colonial Power, and these may be dealt with subsequently; but, if we take our stand on the vital question of future security of the peace of the world, we shall be fully justified on the one ground alone in a firm refusal to put temptation in her way by presenting her with the means of waging another and possibly successful war against the free nations of the world.

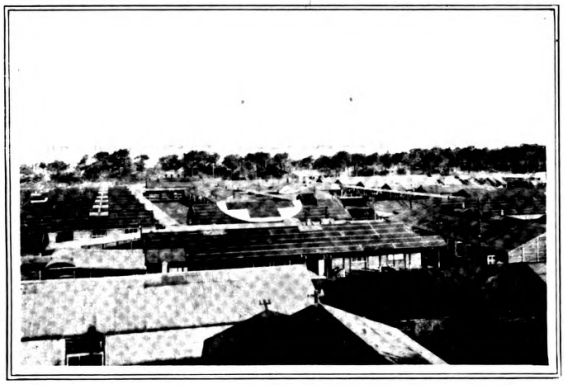
The Most Vital Reason for Not Returning Germany's Colonies: The U-Boat Menace.



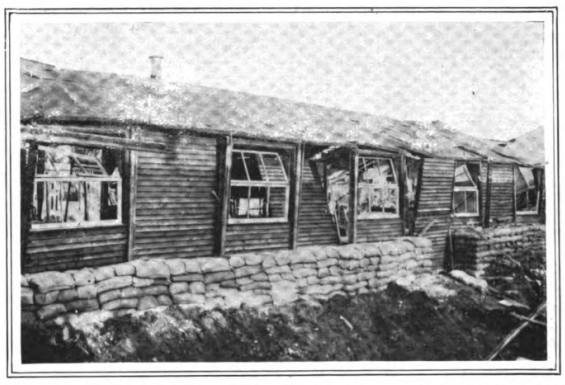
GERMANY'S PLAN TO USE HER RESTORED COLONIES AS SUBMARINE BASES: A CHART SHOWING HOW SHE COULD DOMINATE THE WORLD'S MARITIME TRAFFIC.

In the article opposite Mr. Whittall demonstrates conclusively the vital importance of not restoring to Germany her conquered colonies. Referring to the above chart, which illustrates his warning, he writes: "Every marine trade route, excepting the coastwise traffic lanes on the western side of the American continent, is within the sphere of action; while the most important are actually twice covered by overlapping radii. . . . If the German colonies were returned it would not be long before Germany had the world at her feet."

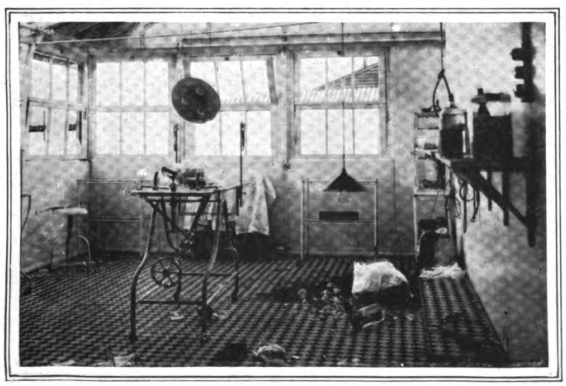
After a German Air-Raid: Bomb Damage to a British Hospital at the Front.



SHOWING RED CROSSES ON THE ROOFS; AND DAMAGED BUILDINGS: A ST. JOHN'S AMBULANCE ASSOCIATION HOSPITAL IN FRANCE.



AFTER A BOMBING ATTACK BY ENEMY AIRCRAFT: THE EXTERIOR OF A DAMAGED WARD AT THE HOSPITAL.



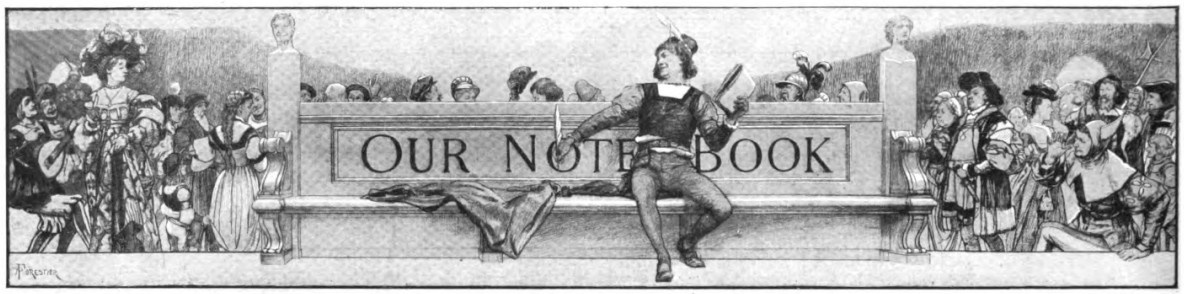
DAMAGED BY THE CONCUSSION OF THE EXPLODING BOMBS: THE INTERIOR OF AN OPERATING-ROOM.



WAR ON THE WOUNDED: WRECKAGE IN THE INTERIOR OF ONE OF THE HOSPITAL WARDS.

Hospitals at the front and on the lines of communication have frequently suffered from the attacks of enemy aircraft. There were some grievous occurrences of this kind in May and June, and more recently a hospital of the American Friends' Ambulance similarly suffered. An American Red Cross official, who had a narrow escape, wrote: "I went to the hospital to see the men who were hurt. I found that the King of England, who happened to be in the neighbourhood, had already been there to extend his sympathy." It was during his Majesty's visit to the Front, and, incidentally, shows the risks he ran. Here we illustrate air-raid damage at a St. John's Ambulance Hospital.

OFFICIAL PHOTOGRAPHS.



By G. K. CHESTERTON.

THE prospect of the Allies is not only brighter in its hopes, but broader in its ideals. We have a clearer assurance not only that we shall be able to do our work, but that it will be a great work—greater than seemed probable to most people at most stages of the struggle. We shall not be forced to follow those who bade us be content with barely saving Belgium, or sometimes even bade us be content with barely saving Britain. And the best proof of it is in what they themselves are now saying. The very men who said our aims were merely militarist and materialist have begun to cry aloud the very contrary in their despair.

Those who lamented our selfishness are now lamenting our unselfishness. They reproach us with idealism, they accuse us of altruism, they positively taunt us with a tenderness for abstract principles and remote peoples. They have no argument left but an abject cry to us to save our skins, to save our money, to save every base interest we have ever been abused for saving, from the devouring idealism of a desire to set the nations free. Here is a passage about the liberation of the Czechs from the ablest and most authoritative organ of the party of compromise, and the reader can judge for himself whether my description is exaggerated: "There are British interests in this war—what British interest does this large and cloudy idealism serve? Our straitened finance? Our impoverished shipping? Our dwindling youth?" Needless to say, the writer goes on to say something about the interests of humanity; but about these he is much vaguer than the vagueness which he claims to criticise. He says we are guilty of idealism. We bow our acknowledgments. He says it is a large idealism. We accept the compliment. But when he says it is a cloudy idealism we submit that it cannot possibly be so cloudy as his own idealism, even by his own argument. Only a moment before he had said, in a shocked voice, "But Czecho-Slovakia is pure nationalism." We can again accept without grave humiliation the accusation of purity. It is indeed pure nationalism—that is, unmixed and uncorrupted nationalism, a perfectly clear policy, founded on a perfectly clear principle. It proposes that there should be marked out and recognised a definite domain of a definite shape, with definite frontiers, and definite forms of self-government. This is certainly in one sense idealism, since such patriotic independence and dignity is a permanent human ideal. But it most certainly is not cloudy idealism, upon any conceivable view of its merits. It may be a fantastic, a frantic, a Utopian and Quixotic supposition that Bohemia might belong to the Bohemians, as Poland might belong to the Poles. But it certainly is not an indefinite or incomprehensible proposition. It certainly is not so indefinite as the very plan, if it can be called a plan, which this writer has just been praising, and of which he can only say that it is "a plan which aims ultimately at unity through internationalism." This is not really an objection that any rational man can bring against Czecho-Slovakia, and it is not really the objection that this writer does bring against it. His real objections to fighting for a free Bohemia are expressed, with brutal sincerity, in much shorter and plainer sentences. It will not serve any British interest. It will not enlarge our finances—that is, give us any financial advantage. It will not increase the number of our ships, or increase the mass and value of our mercantile shipping. And it will not console, with any such solid advantages, the mourners of those dead men who were moved by so cloudy an idealism as to dream that they died for liberty.



THE LORD MAYOR-ELECT: SIR HORACE BROOKS MARSHALL (BAREHEADED) WITH THE RETIRING LORD MAYOR, AT THE GUILDHALL.

Sir Horace Marshall is head of the well-known firm of wholesale newspaper agents, Messrs. Horace Marshall and Son. As Sheriff in 1902 he was knighted on the occasion of King Edward's Coronation. He is here seen with Sir Charles Hanson, the retiring Lord Mayor.

Photograph by Sport and General.

I am glad of the contradiction, because it is a compliment. It is not, as I have often pointed out, by any means the only contradiction in which the apostles of compromise are involved. They have a very noticeable habit of saying two contrary things at once against the war, so as to suggest that they would say anything against the war. But all their inconsistencies, with which I have dealt more in detail on other occasions, centre round the great inconsistency involved on this occasion. It is the gross inconsistency—or rather, the gross injustice—of first saying that England had only selfish aims arranged by secret diplomacy, and then forbidding England to pursue great and generous aims, with no reward but honour and the applause of men set free.

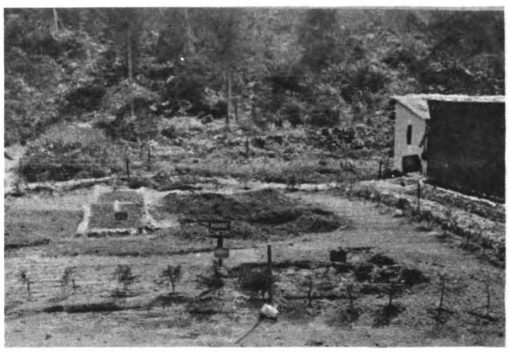
As has been already said, the reconstruction of Europe by the building of real nations like Bohemia and Poland is a high ideal, and may well, therefore, be a hard ideal; it most certainly is not a hazy ideal. The truly noble quality of nationalism, as distinct both from internationalism and imperialism, is precisely that it does carve out clear shapes, like those made by an artist in architecture or sculpture. The internationalist and the imperialist are not only similar men, but even the same men. There is no country which the Imperialist may not claim to conquer in order to convert. There is no country which the Internationalist may not claim to convert in order to conquer. Whether it is called international law or imperial law, it is the very soul and essence of all lawlessness. Against all such amorphous anarchy stands that great and positive creation of Christendom, the nation, with its standards of liberty and loyalty, with its limits of reason and proportion. More than a hundred years ago, a great crime was committed against this sacred substance and identity by the imperial anarch of Prussia. It was done to Poland; but it might as justly or reasonably have been done to England. We might have been forced, generation after generation, to remain Englishmen without England. But we should have remained Englishmen, as the Poles have remained Poles without Poland. Yorkshire and East Anglia might be given to Germany, Wessex and Sussex to France, Lancashire and the Midlands to America—but England would have been more intense for being invisible, and none would ever have persuaded us that a nation is a name. And if, at the other side of Europe, a united Poland or a united Bohemia had come charging to our rescue with all their chivalry, it is possible that we should not have rebuked them for their large and cloudy idealism.

OUR SUPPLEMENT: THE SURRENDER OF BULGARIA.

IN a special Supplement to this number, we illustrate various subjects connected with the surrender of Bulgaria. We may recall that on Sept. 28 it was announced that the Bulgarian authorities had asked for an armistice with a view to the negotiation of peace. General Franchet d'Esperey, the Allied Commander-in-Chief, declined to grant an armistice or to suspend hostilities, but consented to receive the Bulgarian representatives. In due course they arrived at Salonika, and on the afternoon of Sept. 30 the news was published in London that Bulgaria had agreed to unconditional surrender.

CURIOUS THINGS OF WAR: ON THE WESTERN FRONT AND ITALY.

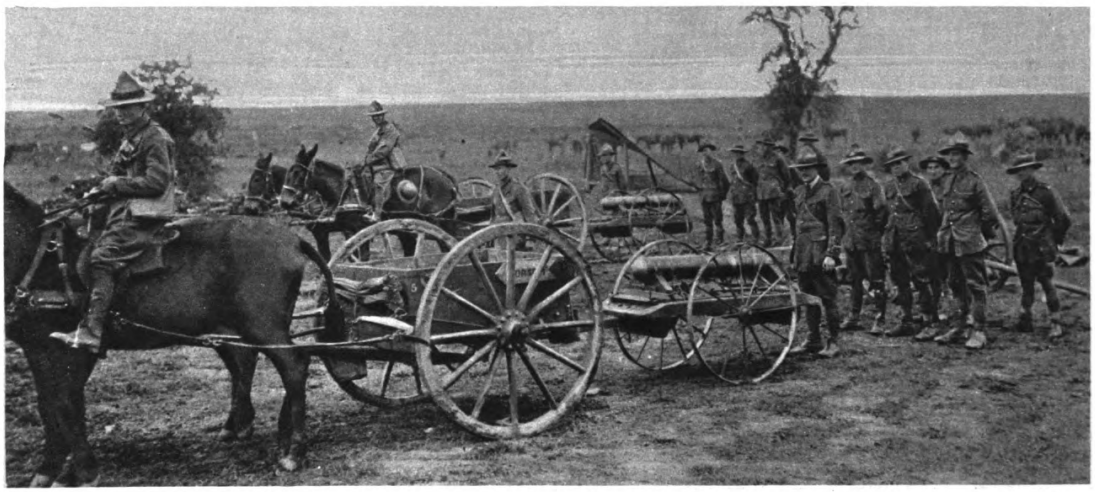
British Official Photographs.



THE LAST RESTING-PLACE OF A NUMBER OF GALLANT STEEDS: A CEMETERY FOR MILITARY HORSES IN ITALY.



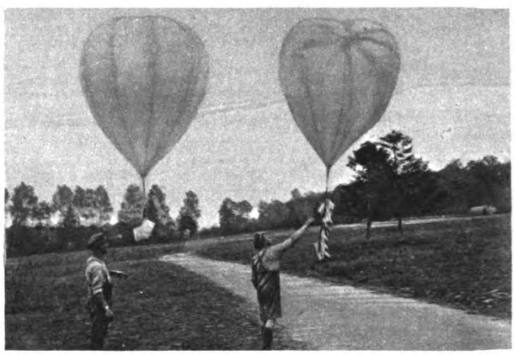
TRENCH-WARFARE IN ITS MORE MOBILE FORM: A PACK-MULE AT THE BRITISH TRENCH-MORTAR SCHOOL IN ITALY.



THE TRENCH-MORTAR AS A MOBILE ARM: A NEW TYPE OF "FIELD" ARTILLERY ON THE WESTERN FRONT, WITH THE NEW ZEALANDERS.



BRITISH INFORMATION FOR THE ENEMY: REGISTERING THE DIRECTION OF THE WIND, TO NOTE WHERE PROPAGANDA-CARRYING BALLOONS SHOULD FALL.



BRITISH INFORMATION FOR THE ENEMY: RELEASING TWO BRITISH PROPAGANDA-CARRYING BALLOONS WITH MESSAGES, ON THE WESTERN FRONT.

With regard to the two last photographs on this page, it may be noted that British propaganda has proved a great annoyance to the enemy—for it tells the truth. Only the other day, for example, the Deputy Commander of the 7th German Army Corps issued a statement saying that Entente propaganda was being dropped not only in the German lines, but among the German people in the interior. "These leaflets," he said, "are mostly dropped over the country, in paper or indiarubber toy-balloons, by means of a mechanical dropping apparatus, and they are further spread by enemy agents. . . . It is . . . emphatically pointed out that it is the patriotic duty of every German in whose hands such leaflets, paper balloons, or indiarubber balloons fall, to deliver them to the nearest police authorities, and to denounce to the police the agents who spread such leaflets."

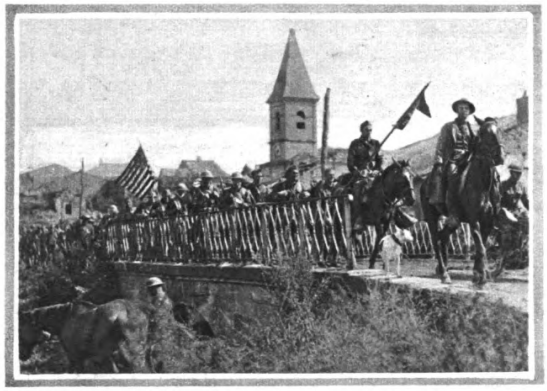
THE UNITED STATES AT WAR.

XI.—VITAL MISCELLANY.

By Edward Marshall.

DURING the first years of Britain's war New York read with fascinated interest the little things about your life here—that life so suddenly, so completely, so gloriously disorganised by the greatest unexpected effort any cityful ever was called upon to make. New York, now, is passing through a somewhat similar experience—modified, it is true, by distance; but, if I may be pardoned the statement, intensified by a more energetic psychology.

I have been told that the grim, naked facts of war were not brought home to London till the first air-raids occurred. In the same sense they have not been brought home to New York at all, and are unlikely to be, for Germany probably can devise no direct stroke at that very distant city. But for its inhabitants to have been a little worried when German submarines began to operate almost within sight of its majestically piled skyscrapers was natural. They had in mind the British coast towns, Hunnishly attacked. Only a super-U-boat could cross the sea at all—and how super can a U-boat be?



WITH THE AMERICANS IN THE ST. MIHIEL SALIENT: A COMPANY OF ENGINEERS RETURNING FROM WORK IN THE FRONT LINE, WITH THEIR COLOUR AND THE AMERICAN FLAG.

Experts declared that any one of them might bring across the ocean a great seaplane, knocked down, which, in favourable circumstances, might be assembled, launched, and sent to bomb New York; with the certainty, of course, that it never could return—but have not airmen taken similar desperate chances in attacks on London? Indeed, do not all airmen take such chances? The scare, however, affected only an infinitesimal portion of New York's population, and even with them lasted only forty-eight hours or thereabouts.

The modifications of electric and gas-light displays (which in New York ever have been infinitely lavish), occurring at about the same time, had no connection with the U-boats, but were measures of economy, due to the coal shortage. Now street-signs and shop-windows are dark three nights of every week, unoccupied rooms are not lighted, and other economies resulting in a total saving of 25 per cent. have been effected. Underground and street railways operate as usual.

This year the shortage may recur, for the great drain of export has increased. There is labour scarcity at the mines, and abnormal cold and snow may keep up the railways as they did last year. Consumers were asked to get their winter's coal into their bins in August; many did so. Those who did not are likely to live chillily. Salesmen and girls and office workers may need hats and fur coats during working hours, for New York in winter often has weeks colder than London ever knew.

Food-rationing is general, but voluntary, throughout the United States. Indeed, voluntary economy has gone further than is necessary, and in some instances the public maintains a very much decreased consumption which shows not the slightest sign of variation, in spite of the Government's announcement of its unnecessity. This worries dealers, who fear a general discovery that people are more comfortable and fit under a curtailed diet. In New York one eats beefsteak no oftener than once a week.

The railway dining-car service (important journeys in America are sometimes six days long) has been curtailed greatly, to save haulage of the carriages. Travellers are asked to eat before they board the trains. On long hauls through territory unprovided with good restaurants, as in the desert territory of Arizona and New Mexico and elsewhere, dining-cars are operated with reduced bills-of-fare. Railway travel has been much restricted to save coal and keep tracks clear for troops and munitions.

Thousands of Germans in America have proved their loyalty by enlisting, and many others by patriotic war-work, and these are honoured; but tens of thousands are apprehensively discreet as a result of merciless internments. The German Press has disappeared save for a few German-language newspapers which have become real propaganda agents for the Allies. All are watched with intense scrutiny.

There is reason for exemplary discretion on the part of Germans in impetuous America. Many have been roughly handled; individuals have been ejected by other diners even from the best restaurants for very mild anti-war remarks; private citizens throughout the country have formed "The Security League," which listens and watches everywhere, instantly reporting anything inimical to the Allies. Its especial business is investigation of rumours of pro-Germanism, and reporting genuine cases to the authorities, whose action is both quick and drastic. The League can be telephoned to without charge at any hour, and very promptly will send officers to pick up any man or woman who has expressed disloyalty or done anything against the interests of the war. Thousands of dangerous characters have been quietly taken into custody and interned as the result of this unofficial agency's effort.

Everywhere, in cities, towns, and even remote rural districts, amazing education and stimulation progresses. Every town, small though it may be, has developed its quota of "four-minute" speakers, professional and business men, ordinary citizens; and each evening and every Sunday they work every nook and cranny of the United States, warning against German propaganda, urging economy and saving, encouraging the purchase of Government securities, intensifying agriculture, and in other useful effort. Women by tens of thousands work similarly, strive with their own sex, begging the thoughtless to be thoughtful.

The selective draft affecting every man from twenty-one to thirty-one revealed few shirkers outside the criminal and semi-criminal classes; and even these registered and were classified because they could not help themselves. The "drag-net" was very finely meshed—and is. Local boards have not been wholly free from scandals, but drastic punishment reduces them to a vanishing minimum.

A State registration of man-power between the ages of eighteen and fifty-six is additional to the draft. In some States, including New York, each registrant is given a card, and the police have authority to demand its production at any time.

The National Draft works well. Before Sept. 12, the first registration day, Provost-General Crowder assigned about 3000 men from the Army, Navy, and Security League to "cover" New York, finally cleaning up all slackers in preparation for the next draft, which will be national and will take all men from eighteen to forty-five. No man or place was missed in the great round-up. Motor-cars were stopped, trams, underground trains, shops, saloons, parks, hotels, boarding-houses, lodging-houses—all were searched, and each man asked to show his registration card. If he had none he was taken to the nearest allotted place for examination, and if there he did not clear his case he was taken to a police-station.



WITH THE AMERICANS IN THE ST. MIHIEL SALIENT: "DOUGHBOYS" SUBSTITUTING "WILSON, U.S.A.," FOR "HINDENBURG STRASSE" AT THE ENTRANCE TO A VILLAGE.

Presently suspects became so numerous that the vast armouries, which are drill-halls for the State troops and are numerous in New York and other cities, were opened. Men resisting were subdued, bound, and carted off like logs on trucks—great loads of them, principally foreigners. If any proved to be a slacker, he became a soldier in amazingly quick time.

TO THE BATTLE-CRY OF "LUSITANIA!" THE GREAT AMERICAN ADVANCE.

PHOTOGRAPHS BY U.S.A. SIGNAL CORPS.



RESTING AFTER A VICTORIOUS OFFENSIVE: AMERICAN TROOPS OCCUPYING GROUND TAKEN FROM THE GERMANS.



THE LIBERATION OF LORRAINE: AMERICAN COLUMNS ON THE MARCH—SHOWING THE HEIGHTS OF MONTSEC, WHICH THEY HAD CAPTURED.



THE VICTORIOUS AMERICAN 1ST ARMY IN FRANCE: GETTING A CONVOY OF MUNITIONS UP A DIFFICULT PIECE OF ROAD.

In the region of Verdun the 1st American Army, under General Pershing, recently made another victorious advance, in co-operation with the French. An American communiqué of September 27 stated: "The captured material includes over 100 guns, of which 12 are of heavy calibre, many trench-mortars, and hundreds of machine-guns. The number of prisoners has risen to over 8000, including 125 officers." On the next day an American official report said: "The attack continues to develop successfully. More than 20 towns and enormous quantities of material have fallen into our hands. The number of prisoners continues to increase." The battle-cry of "Lusitania!" was frequently heard as the American troops advanced. The above photographs, of course, do not illustrate the most recent fighting, but are typical of American troops in action.

THE WORLD OF FLIGHT

FLYING IN PEACE TIME.

By C. G. GREY,
Editor of "The Aeroplane."

THERE are those among us whom the French call gracefully the *fervents d'aviation*, who believe that the Golden Age of flying is to come immediately on the declaration of peace. They are chiefly the new-comers, who, like so many converts, have become fanatics and are now *plus royalistes que le roi*. Old hands like oneself, who have lived, thought, and dreamed nothing but aviation for the past ten years, suffer from no such illusions. We have seen too many booms and slumps in other industries before the war, besides at least one little boom and a corresponding slump in aviation in 1910, to think that the present war-boom in the aircraft industry is going to continue, let alone increase, when the war ends.

Our faith in the future of flying is in no wise lessened by the certain knowledge that immediately peace is declared there will be a colossal slump in the production of aircraft. A civil aerial transport boom will come in due course, but before it comes there must, in the nature of things, be what an old servant of one's youth used to call "an 'owling 'iatus." How long that hiatus will continue to howl will depend primarily on the honesty, patriotism, and intelligence of whatever Government may happen to be in power at that period; and, secondarily, on the energy and enterprise of the aircraft manufacturers.

The cheery optimist pictures to himself the days of aeronautical gladness immediately fighting ceases. In his idea the Government will at once prepare for war in the best possible way by making war impossible. That is to say, General Brancker's dictum will be followed, and we shall build such an Air Fleet that no other nation will dare to attack us for fear of the consequences. Also, vast aerial postal services all over the world will be run by adequately capitalised transport companies, so well subsidised by the Post Office that they will be able to carry passengers at such reasonable fares as to compete with rail and steam-ship routes. Then all the well-to-do young men now in the King's armed forces, their racial love of adventure stirred by their war experiences, will take enthusiastically to flying to relieve the boredom of a peaceful life. There will be local aerial race-meetings every week. There will be our Aerial Derby, our Circuit of Britain, our Transatlantic Championship, and other classic races every year. There will also be great international races between the capital cities of the world. And a World's Championship race completely round the world. Incidentally, such a race was actually planned in America and the route mapped out before the war. All this popularising of flying—still according to the enthusiast—will be followed by an immense demand for private aeroplanes. The wealthy youth will keep his two-seater for the edification of his lady friends. The popular actress will keep her *aeroplane-de-luxe*, as she now keeps her white-enamelled, gilt-edged automobile, and will be piloted by a gorgeously liveried aerial chauffeur—an ex-N.C.O. pilot R.A.F., presumably. The comfortable business-man will keep his multiple-engined family aeroplane, and will take the said family to the Cornish coast for the week-end, as he took them to Brighton or Worthing by car before the war; or he will tour the Riviera and Algiers and the Levant, as he formerly toured the châteaux of the Loire. Which is all precisely as it should be, and could be, and might be, if the majority of the people of this country were sane, far-sighted individuals with progressive ideas. Unfortunately, we are not. We are eminently conservative—in the non-political sense. What will actually happen will more probably be something after the following fashion.



THE TRAINING OF R.A.F. CADETS: BOXING—ONE OF THE NUMEROUS SPORTS OFFICIALLY ENCOURAGED.—[*Official Photograph.*]

The reserve stock of aeroplanes for the R.A.F., which is always in readiness for emergencies—and stood us in such good stead after the retreat in March this year—will be big enough to supply all needs during the first year or two of peace, for crashes in peace-time will be comparatively few and far between. Therefore, except for a few experimental aeroplanes, there will be no orders coming to aircraft manufacturers from the R.A.F. There will probably be a lot of talk about a League of Nations and universal disarmament, and hardly any question of building up a great Air Fleet.

The pre-war prohibitions against flying over certain areas will probably be revived, and may be increased; and that will limit civilian flying and sporting competitions. Civilian flying may even be forbidden altogether for a period, through a popular outcry against flying on account of its dangers to the public. The air-hog will be the object of popular aversion.

Also, when the Government really sets to work after the war to gather taxes to redeem War Loan securities, there will be few people sufficiently rich to keep an aeroplane of the present type at present prices, and only by the vastly increased use of aeroplanes and engines can it become possible to produce in such quantities as to bring the price within reach of the ordinary well-to-do civilian. Few people would keep cars to-day if prices ranged between £2000 and £20,000 apiece, as do the prices of aeroplanes. Yet, if the quantities could be sold, it would be possible to sell a decent aeroplane for £500 or so.

The sole remaining hope of the aircraft industry seems to be officially approved civil aerial transport. It remains to be seen whether the various aerial transport companies already registered will be allowed to operate freely, without being strangled by official restrictions. It is highly probable that the great aerial postal routes will be operated by the Allied Governments in co-operation. War aeroplanes and ex-Service pilots will probably do the flying, and former air-mechanics of the various Flying Services will prefer to remain in safe if poorly paid Government jobs rather than chance their luck in the chaos of the post-war labour market.

Very enterprising firms, who have sufficient funds saved up after paying excess-profit duty, may find a market for their products and employment for ex-Service aviators and mechanics in neutral countries and in the British Overseas Dominions. There are vast capabilities for aeroplanes and hydro-aeroplanes in Canada, South America, Australia, China, Polynesia, and India. There will be keen, if friendly, competition for these markets between the aircraft industries of Great Britain, America, France, and Italy; and just as keen, but distinctly unfriendly, competition from the German industry. The British Government of the post-war period may prohibit the export of aircraft, as being munitions of war.

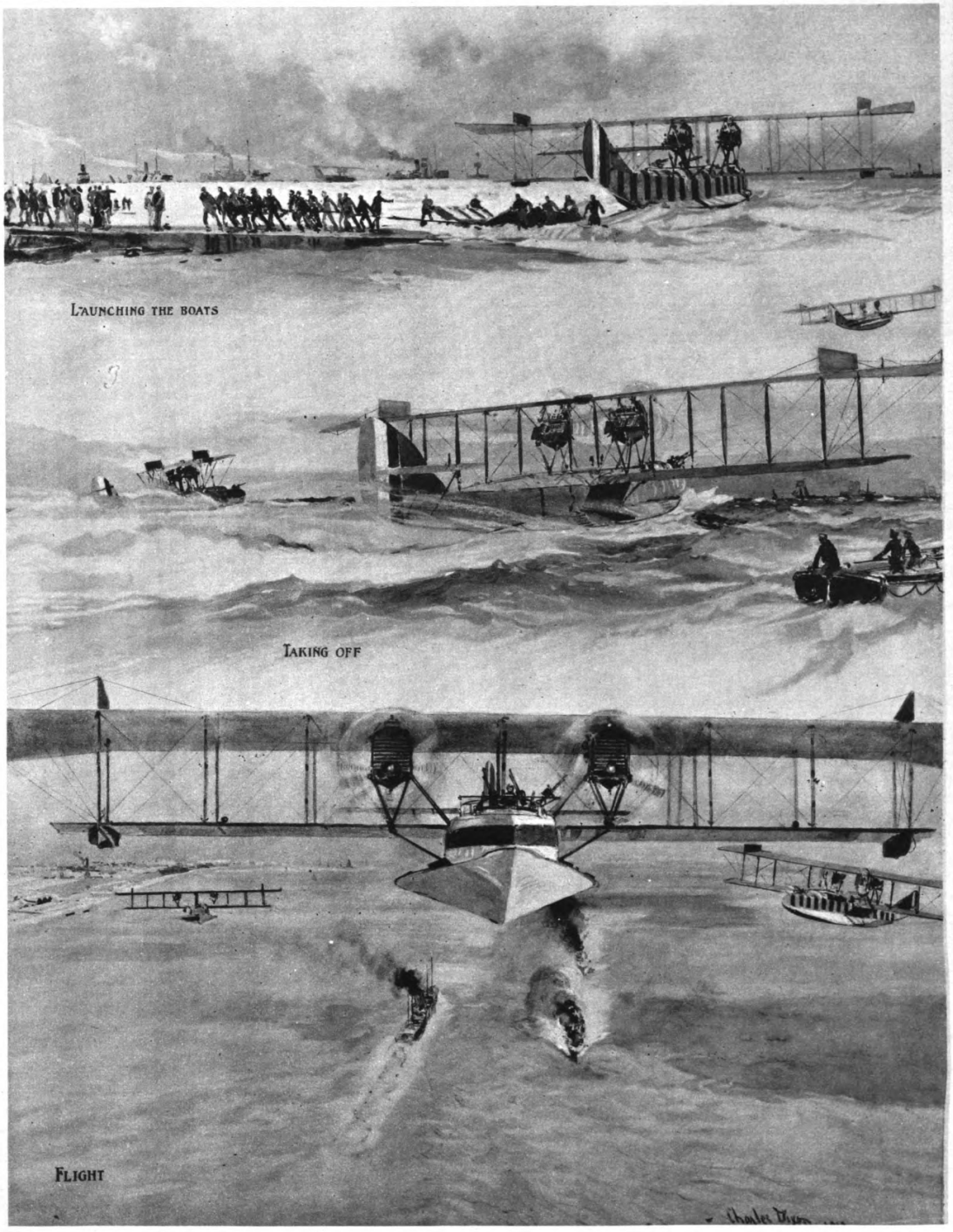


THE TRAINING OF R.A.F. CADETS: CHEERING CADETS WHO HAVE BEEN AWARDED THE MILITARY MEDAL.
Official Photograph.

One has deliberately put the case at its worst in order to damp unreasoned enthusiasm. Probably in practice things will work out somewhere between the two extremes, as usual. But one does believe firmly that for an appreciable period after the outbreak of peace our aircraft industry will find itself without orders, and factory hands and Service aviators without work. The only hope seems to be for the aircraft firms to start in to make doors and window-frames and house-fittings, and agricultural implements, and such things, so as to keep their factories going and their work-people employed until such time as the slump passes and a boom arrives.

AMPHIBIOUS AIRCRAFT: THE NEW FLYING-BOATS OF THE R.A.F.

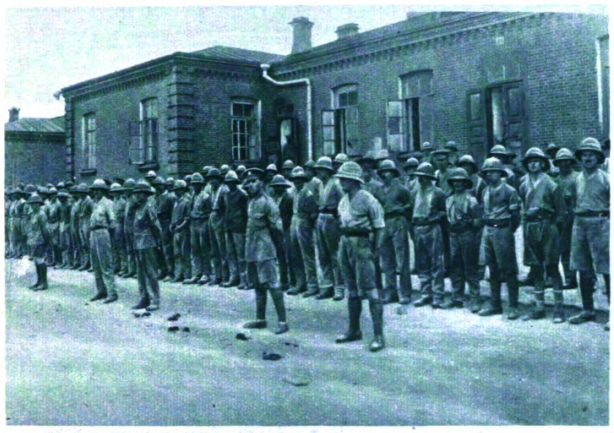
DRAWN BY CHARLES DIXON.



AT HOME IN TWO ELEMENTS—AIR AND WATER: THE NEW FLYING-BOATS OF THE ROYAL AIR FORCE.

The flying-boats, whose whole body, or fuselage, floats on the water, must be distinguished from the seaplane, which is merely an aeroplane with pontoon-floats and a tail-float, instead of a wheeled under-carriage and a tail-skid. In "All the World's Aircraft, 1918," Mr. C. G. Grey defines a flying-boat as "A hydroplane with which wings, empennage, and airscrew have been combined. Originated in America by Mr. Glen Curtiss." A hydroplane is described as "A motor-boat with a bottom designed so that it slides, or 'planes,' along the surface of the water. Not a flying machine of any sort." Under an illustration of a typical twin-engined flying-boat of the larger kind, the same writer says: "The crew occupy a regular cabin in the hull. Wing-tip floats are fitted to prevent submerging of the wing-tips when rolling; but the actual flotation is given by the hull, which fulfils the functions of a fuselage and floats combined." The drawings show flying-boats launched, 'taking off," and in flight.—[*Drawing Copyrighted in the United States and Canada.*]

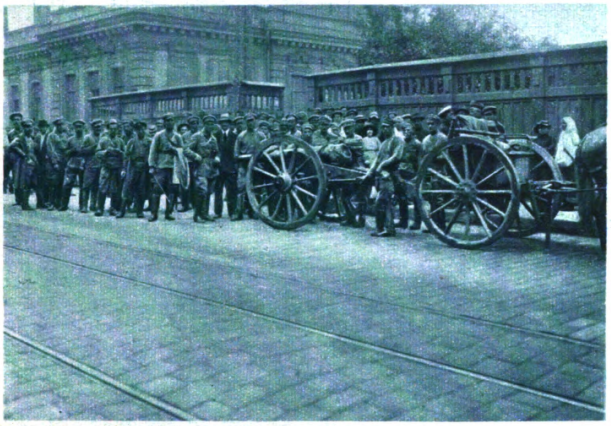
"THE POWER OF THE EAST" IN ALLIED HANDS: VLADIVOSTOK SCENES.



BRITISH TROOPS AT VLADIVOSTOK: MEN ON PARADE AT THEIR CAMPING GROUND.



IN A CONCENTRATION CAMP AT VLADIVOSTOK: CAPTURED GERMANS, AUSTRIANS, AND TURKS.



READY TO START FOR THE FRONT: A CZECH ARTILLERY COLUMN LEAVING VLADIVOSTOK.



THE BRITISH SOLDIER'S FIRST STEP ON RUSSIAN SOIL IN THE FAR EAST: TROOPS LANDING AT VLADIVOSTOK.

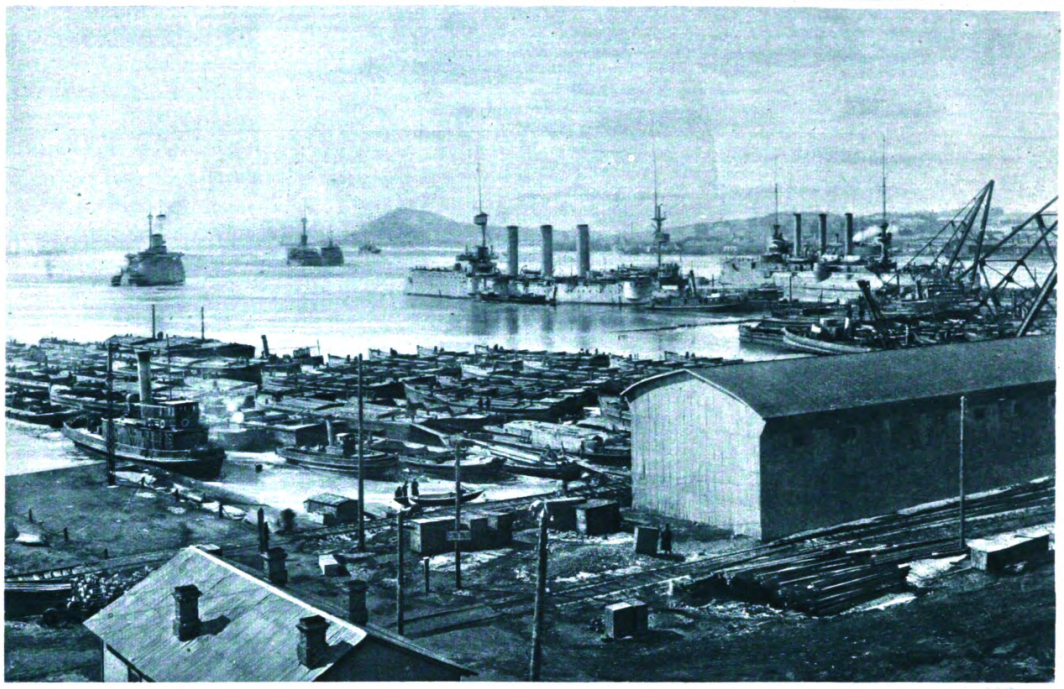


CZECHS SALUTING THE WHITE ENSIGN: A CEREMONY ON THE QUAY AT VLADIVOSTOK.

Vladivostok has grown very cosmopolitan since it became the base of Allied operations in the Far East. Describing it after a journey across Siberia, with other refugees, an English-woman who had served with the Russian Red Cross wrote recently in the "Times": "The town, although in the hands of the Bolsheviks, showed no great signs of disorder, nor was this surprising with the 'watch-dogs' of the Allies at its very door. Two Japanese men-of-war . . . lay in the harbour; in their vicinity a British and an American cruiser were anchored. Vladivostok, which name signifies 'empire' (or power) of the East,' was selected in 1860 by General Muravieff (then Governor of Eastern Siberia) as a naval base, and, besides being the greatest Russian port on the Pacific coast, is all-important now as the terminus to the Trans-Siberian Railway." Describing a general view of the harbour, she continues: "A long, zig-zag stretch of land lay to our right, winding away towards the ocean. One hill, dome-shaped, standing out more prominently

(Continued opposite.

"WATCH-DOGS OF THE ALLIES": SHIPS AND MEN AT VLADIVOSTOK.



SHOWING FORTIFIED HILLS IN THE DISTANCE: THE HARBOUR OF VLADIVOSTOK, WITH ALLIED WAR-SHIPS LYING AT ANCHOR.



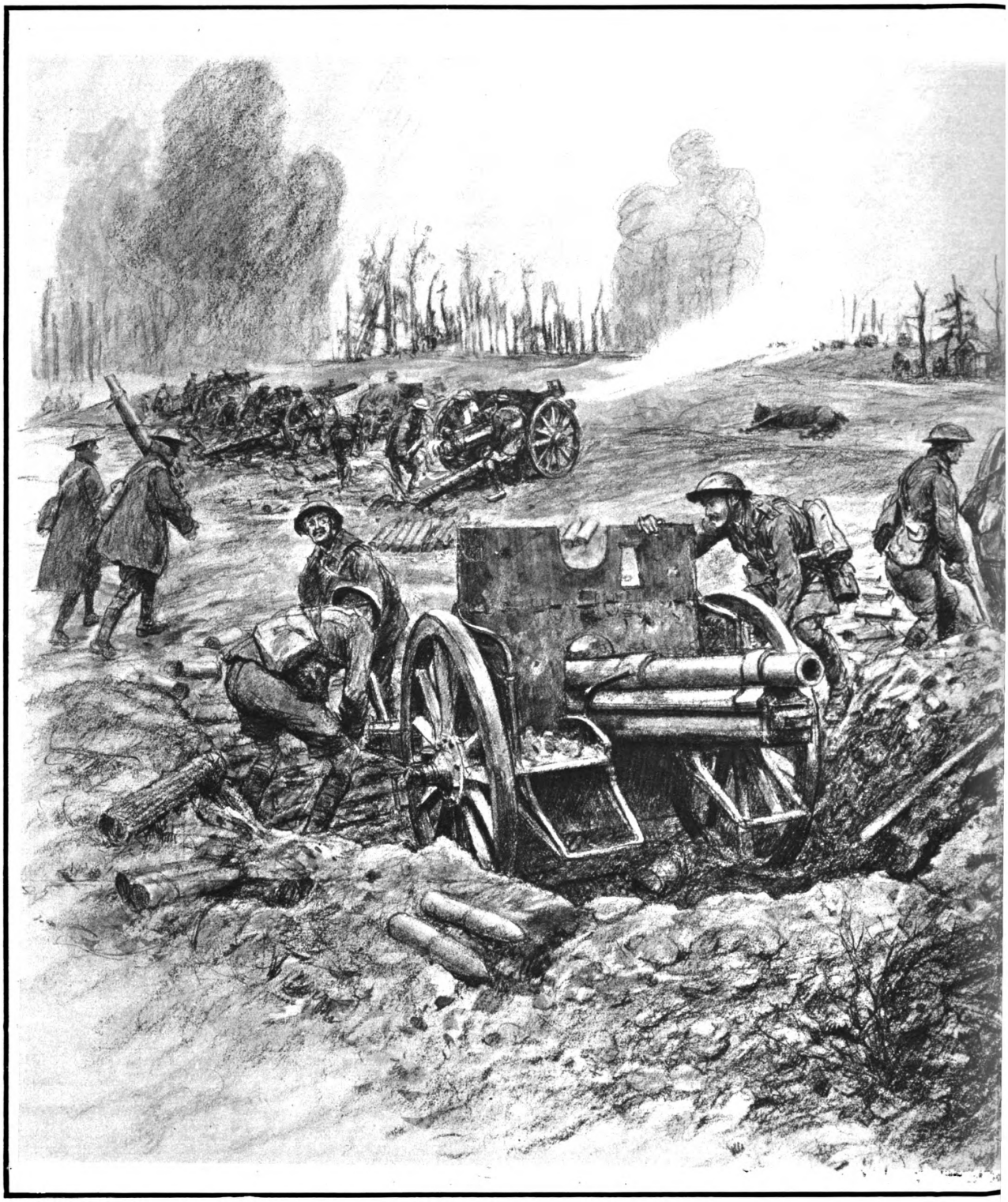
A COMPOSITE UNIT FROM THE FORCES OF THREE ALLIED NATIONS: A SQUAD OF CZECHS, JAPANESE, AND BRITISH SEAMEN AT VLADIVOSTOK.

(*Continued.*)

than the others, was dotted around its base with a number of white sheds. On the crest of the hill three small objects were clearly defined against the sky. They were Japanese guns. . . . Before many days had passed we had made the acquaintance of the crews of the British and American cruisers, and were greatly touched by their hospitality; but the *pièce de résistance* was left to the British Jack-tars. A true British tea-party! . . . One day news was brought of the murder of three Japanese merchants by Red Guards. This justified the action of the Japanese authorities in landing troops without delay. . . . The British patrols excited the curiosity of the public to a great extent. The passers-by would gather on the pavements and watch them for hours swinging up and down the street with their firm, martial tread. . . . All would gaze on these sturdy, sun-burnt boys with respectful admiration." British troops, as well as French and American, have also been landed at Vladivostok.

BREAKING THE HINDENBURG LINE: BRITISH FIELD ARTILLERY

DRAWN FROM MATERIAL SUP



USING CAPTURED GUNS TO THICKEN THE BRITISH BARRAGE: A BRIGADE OF FIELD AR

Captured German guns were turned against their former owners in the advance towards Cambrai, during which the Hindenburg Line was broken near Trescault, between Gouzeaucourt and Marcoing. The capture of the two last-named villages was announced in a British communiqué of September 28. Our drawing shows, in the left foreground, a German 77-mm. field gun being hauled out of its position by British soldiers, while in the centre another German 77-mm. (already turned round) is seen being fired by British gunners to strengthen the barrage. The ground is littered with enemy helmets, rifles, shells, shell-baskets, and débris of all descriptions, as well as dead Germans

The Surrender of Bulgaria.

THE EFFECT OF THE BULGARIAN COLLAPSE.

THOUGH the unconditional surrender of Bulgaria is great and glorious news, we must beware of the anticipation of too great military results as an immediate consequence. The terms of surrender give us possession and control of all means of communication in Bulgarian territory; they provide for the immediate disarmament and demobilisation of the Army; and for the evacuation of all occupied territory outside Bulgaria proper.

When these conditions become effective, the land communications between the Central Empires and Turkey will be completely severed, and it is difficult to see how, deprived as she will be of the munitions and supplies which have reached her in a steady stream by way of the Constantinople Railway, Turkey can effectively remain in the war. Apart from that, it is more than probable that, defeated and war-weary as she is, she will, before long, follow the example of her Ally. So far, however, as immediate results are concerned, it will take a considerable time to give full effect to the terms of surrender; and in the meantime, it is certain that Germany will strain every nerve to restore the situation. It is not probable that she will be able to act effectively in Bulgaria. What is more likely is that she will devote her energies to the constitution of a new front along the left bank of the Danube, entailing the complete evacuation of Serbia. Even this she will find difficult, for the reason that Roumania is hardly likely to remain quiet in view of the changed situation; and if Turkey falls out of the war, and thus affords access to the Black Sea to the Allies, the German position in the Near East will become untenable. Nor are the peoples of the Ukraine and the Caucasus to be left out of the account. They have no love for the German or the Turk, and a rising on a large scale is not at all improbable.

But, as the situation is now, it must be pointed out that the Central Powers are still in a more favourable position as regards Turkey than they were before Bulgaria came into the war. The Black Sea is still a German lake, and communications are open by way of the Roumanian ports and Odessa, though the facilities they afford for the reinforcement and munitionment of the Eastern partner are not comparable to those of the railway. However these questions may work out, we have not only secured the most important material results, but the Bulgarian surrender is of the highest moral importance, both in its certain effect on the enemy peoples, and as a premonitory symptom of the coming collapse of the whole Central Alliance.

W. WHITTALL.

"The Allied Armies captured a large number of prisoners and an immense quantity of booty."



AFTER BATTLE: BULGARIAN PRISONERS CARRYING THEIR WOUNDED TO FIELD AMBULANCES OF THE ALLIES.

In an official note appended to General Franchet d'Esperey's despatch from Salonika, it was said: "The victorious operations which in less than a fortnight have brought the Allies as far as Uskub and into enemy territory have induced the Bulgarian Army to lay down its arms. On Sunday (September 29), at 11 p.m., the Plenipotentiaries of the Bulgarian Government signed an armistice at Salonika. To-day (Monday) at noon hostilities ceased between the Bulgarian forces and the Allied Armies." Of the operations leading up to this it was written: "The Allied Armies captured a large number of prisoners and an immense quantity of booty." This means that some 300,000 men must be deducted from the strength of the Central Powers. On Oct. 1 it was stated unofficially that Turkey was putting out "feelers" for an armistice.

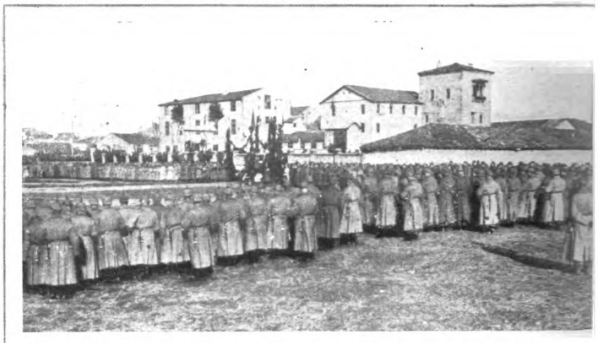
PHOTOGRAPH SUPPLIED BY C.N.

". . . AT NOON HOSTILITIES CEASED BETWEEN THE BULGAR

PHOTOGRAPHS BY C.N., E.N.A.



ATTACKERS OF THE BULGARIAN LEFT, IN CONJUNCTION WITH THE BRITISH: GREEKS—OFFICERS OBSERVING THE EFFECT OF GUN-FIRE.



AT USKUB, RECENTLY ENTERED BY FRENCH CAVALRY: GERMAN TROOPS AT A RELIGIOUS SERVICE IN THE OLD SERBIAN CAPITAL.



ATTACKERS OF THE BULGARIAN RIGHT, ALONG WITH THE ITALIANS YUGO-SLAVS—THE SERBIAN PRINCE REGENT INSPECTING OFFICERS



ATTACKERS OF THE BULGARIAN CENTRE, IN CONJUNCTION WITH THE FRENCH: SERBIANS CAVALRY ON THE MARCH.



ATTACKERS OF THE BULGARIAN CENTRE IN CONJUNCTION WITH THE FRENCH: SERBIANS—INFANTRY LISTENING TO A PATRIOTIC ADDRESS BY AN OFFICER.



ATTACKERS OF THE BULGARIAN LEFT, IN READING "THE BALKAN NEWS"

The official note added to General Franchet d'Esperey's communiqué (published on October 1) said: "The victorious operations which in less than a fortnight have brought the Allies as far as Uskub and into enemy territory have induced the Bulgarian Army to lay down its arms. On Sunday, at 11 p.m., the plenipotentiaries of the Bulgarian Government signed an armistice at Salonika. To-day (Monday) at noon hostilities ceased between the Bulgarian forces and the Allied Armies. It was on the morning of September 15 that two French divisions and a Serbian division, advancing to the assault of the formidable mountain barrier formed by Mounts Vetrenik, Dobropolje, and Sokol, opened on the enemy front the breach which was to lead to collapse. Through this breach, which was gradually enlarged, the Serbian armies and French and Greek detachments supporting them poured with unceasing energy . . . towards their

AN FORCES AND THE ALLIED ARMIES": VICTORS—AND USKUB.

ITISH OFFICIAL, FRENCH OFFICIAL.



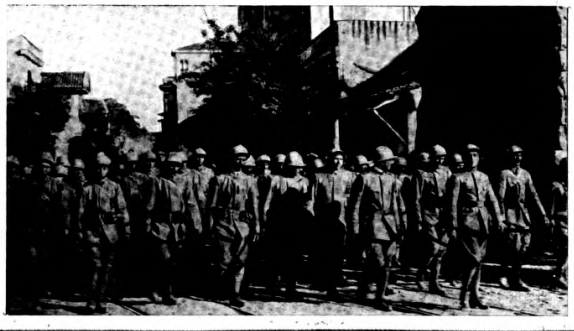
AT USKUB, RECENTLY ENTERED BY FRENCH CAVALRY: A BULGARIAN BAGGAGE-COLUMN IN THE SQUARE OF THE OLD SERBIAN CAPITAL.



"THE ALLIED ARMIES CAPTURED A LARGE NUMBER OF PRISONERS": GREEK SOLDIERS ESCORTING BULGAR PRISONERS ALONG A TRENCH.



ATTACKERS OF THE BULGARIAN LEFT, IN CONJUNCTION WITH THE GREEKS: BRITISH—STORES MULE-DRAWN ALONG A LIGHT RAILWAY.



ATTACKERS OF THE BULGARIAN RIGHT, IN CONJUNCTION WITH THE YUGO-SLAVS: ITALIANS—INFANTRY ON THE MARCH AT SALONIKA.



CONJUNCTION WITH THE GREEKS: BRITISH WHILE RESTING IN A TRENCH.



ATTACKERS OF THE BULGARIAN CENTRE, IN CONJUNCTION WITH THE SERBIANS: FRENCH—INFANTRY RESTING BEFORE AN ORDER TO ATTACK.

principal objective, the region of Kavadar and Demir Kapu, which they reached on September 22. Cutting simultaneously the communications of the 1st Bulgarian Army on the Vardar and those of the 2nd Bulgaro-German Army north of Monastir . . . all the Allied forces gradually came into the attack. On September 18 the Anglo-Hellenic divisions carried, after a desperate struggle, the enemy positions at Doiran, holding up in this region big Bulgarian forces. From September 21 onwards the Italian, Greek, and French troops of the army of Monastir came into action. On September 22 the general pursuit began and was carried out with the utmost ardour and splendid vigour. . . . On the evening of the 26th the Bulgarians asked for an armistice and announced the despatch of plenipotentiaries."

THE SURRENDER OF BULGARIA: PERSONALITIES ON BOTH SIDES.

PHOTOGRAPHS BY E.N.A., BRITISH OFFICIAL, KARASIOJANOFF, AND A.I.A.



GENERAL LUKOFF.

General Lukoff, Commander of the 2nd Bulgarian Army, was one of the three Bulgarian *parlementaires* deputed to arrange the surrender.



MARSHAL MISHITCH AND GENERAL MILNE.

Marshal Mishitch is in command of the Serbian forces, under the Crown Prince of Serbia. Lieut.-General G. F. Milne is Commander-in-Chief of the British forces in the Balkans.



KING FERDINAND AND THE EMPEROR KARL.

King Ferdinand (seen on the left) was born in 1861 and was elected to the crown of Bulgaria in 1887. The Emperor Karl of Austria succeeded the late Emperor Francis Joseph.



M. MALINOFF.

M. Malinoff is Prime Minister of Bulgaria and head of the Government which asked for an armistice and agreed to unconditional surrender.



THE PRINCE REGENT OF SERBIA.

The Crown Prince (Regent) of Serbia, as titular Commander-in-Chief of the Serbian Army, accompanied it in the great advance. He is King Peter's second son, and was born in 1888.



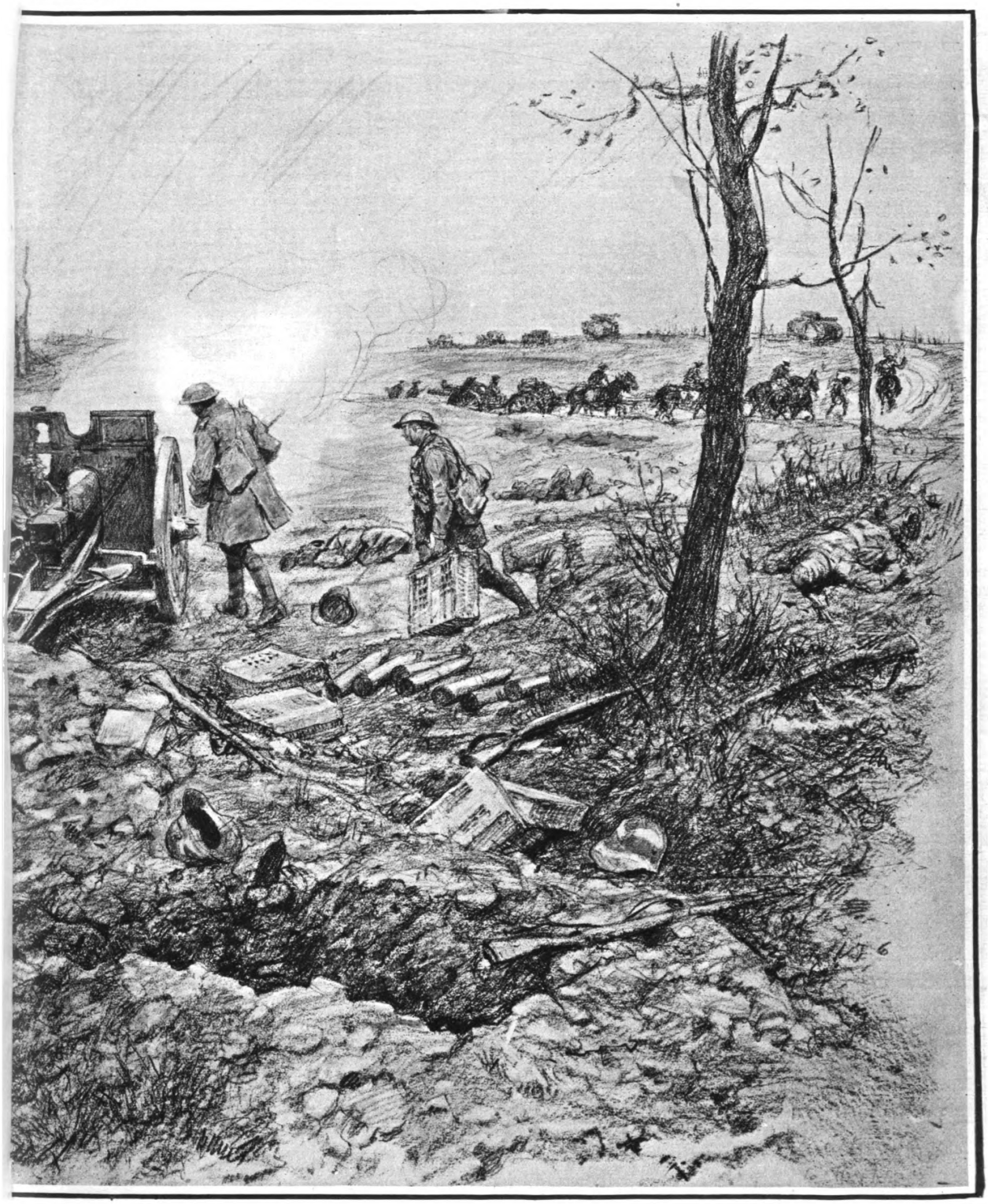
GENERAL FRANCHET D'ESPEREY.

General Franchet d'Esperey is Commander-in-Chief of the French Army of the Orient and also Commander-in-Chief of the Allied forces in Macedonia. In congratulating him on the victories which caused the surrender of Bulgaria, M. Clemenceau, the French Premier, said that the operations "do the utmost honour to the High Command, which prepared and directed them."

It was announced on September 30 that Bulgaria had agreed to unconditional surrender, and that the Bulgarian envoys had on the previous day signed with General Franchet d'Esperey, the Allied Commander-in-Chief in Macedonia, an armistice to last until the final peace settlement. The main terms were that the Bulgarian Army should be at once demobilised, all Greek and Serbian territory evacuated, all Bulgarian means of transport placed at the disposal of the Allies, and Bulgarian territory made available for Allied operations against the enemy. The three Bulgarian envoys sent to Salonika by M. Malinoff, the Premier of Bulgaria, to arrange the surrender, were General Lukoff, Commander of the Bulgarian 2nd Army; M. Liaptcheff, Bulgarian Minister of Finance; and M. Radeff, who has been Bulgarian Minister at Berne and at Bucharest.

N TURNING CAPTURED GERMAN GUNS ON THE ENEMY.

AN EYE-WITNESS.



LLERY AT WORK NEAR GOUZEAUCOURT DURING THE ADVANCE TOWARDS CAMBRAI.

and horses. On the extreme left is a British soldier carrying a Lewis gun, and just beyond him is a battery of British 18-pounders. Beyond that, again, is Havrincourt Wood, with German shells bursting. In the centre background, further, is another British 18-pounder battery in action, just beyond a small shrine standing in a clump of trees. A third 18-pounder battery in action is seen in the right background, with the tree-tops of Gouzeaucourt Wood appearing over the ridge, and a Tank on the extreme right. In the middle distance on the right are the banks of the road to Trescault, with a section of an 18-pounder battery moving forward.—[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.

THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.

BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

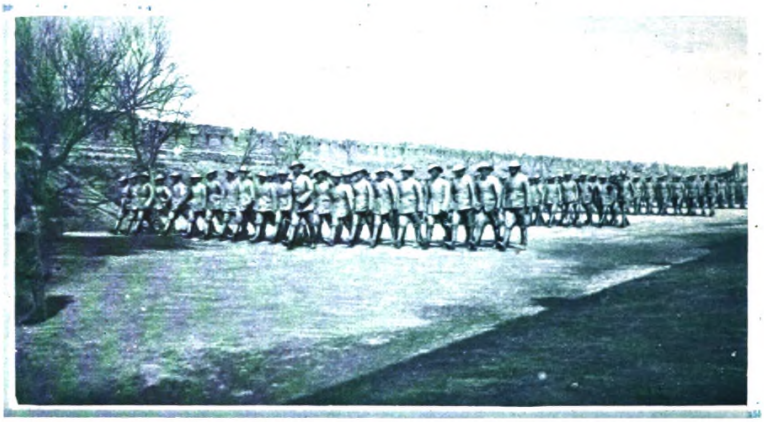
THOUGH already, and recently, I have dealt with the menace of rats in our midst, I return to the same theme out of a sense of duty to my readers; since I want to draw attention to a pamphlet just issued on this vitally important matter by the Trustees of the British Museum of Natural History, constituting No. 8 of the "Economic Series" issued by this institution. The author, Mr. M. A. C. Hinton, is not only one of the greatest living authorities on all that pertains to rats and mice, from the natural-history point of view, but he has also made a most thorough and exhaustive study of those species which, in one way or another, affect the well-being of the human race. This side of the subject bristles with difficulties, and embraces a number of very different aspects, though all are closely inter-related, thus demanding subtle powers of analysis and sound judgment for their disentanglement.

Within the space of some sixty pages, the author has contrived to present his readers not only with all the essential facts as to these animals, in so far as they affect our health, our crops, and our industries, but also with a broad general summary of the distinguishing features of all the species of rats and mice to be found in the British Islands, and of the main facts in regard to their origin and life-history. The farmer, the gardener, the tradesman, and the housekeeper should make a point of studying this pamphlet, for it is our bounden duty to make ourselves acquainted with the seriousness of the menace which confronts society, in the present hordes of rats and mice which now find harbourage, both in town and country, as a consequence of our indifference, or inability to realise how much is at stake. There can at least be no excuse for neglecting this duty on the score of cost, for the Trustees, anxious to arouse the public on this matter, have fixed the price at one shilling.

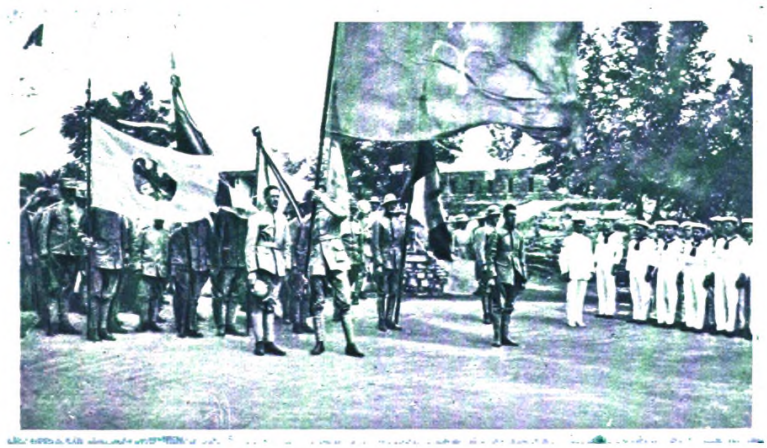
Though we have several native wild species of Muridæ—the great family to which the rats and mice belong—the three species which, more than any others, demand of us the most careful vigilance are aliens of Asiatic origin. But, unfortunately for us, they have linked their fortunes with those of humanity. Human enterprise in all its phases, as well as human negligence, has disturbed the balance of nature in favour of these species, affording them an unnatural degree of protection from their many enemies, and a large and unmerited share of the world's food-stuffs, together with perfect travelling facilities; so that these pests have been enabled not only to invade every part of the civilised world, but also to spread into regions as yet untouched by the march of civilisation.

OUR ENEMY THE RAT.

The study of this pamphlet should arouse both alarm and a determination to take instant action; for these creatures not only destroy millions of pounds' worth of food annually, but they keep alive, and spread, some of the most virulent of diseases such as plague, trichinosis, rat-bite fever, dysentery, foot-and-mouth disease, and horse-influenza. The common rat makes its way into the store places and kitchens of our houses and restaurants, where, besides contaminating our food with its germ-laden dejecta and parasites, it brings a wealth of indescribable filth from its favourite haunts in the adjoining sewers and drains. Need one say more? The common rat is fearsomely prolific, as may be judged from the fact that the progeny of a single pair might, in ten years, supposing none to die a violent death, amount to no less than 48,319,698,843,030,344,720 individuals! Of course, such a calculation is purely theoretical; but we have at least one record of the produce of two females which, in thirteen months, in thirteen litters, produced 180 young.



FORMERLY COMPELLED TO FIGHT FOR AUSTRIA: ITALIAN IRREDENTISTS, NOW SERVING WITH THE ALLIES, REVIEWED AT PEKIN.—[*Italian Naval Official Photograph.*]



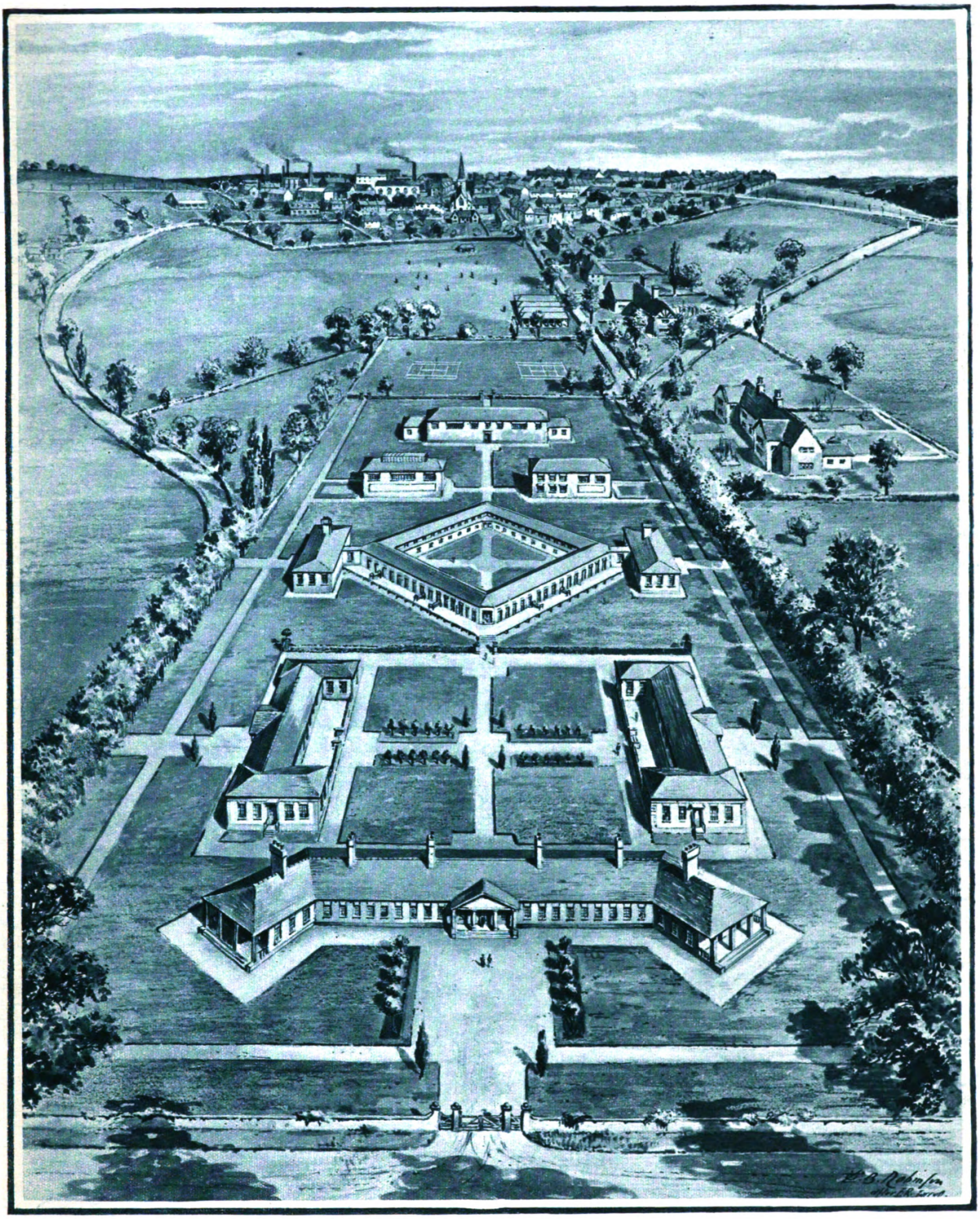
THE PEKIN REVIEW OF THE ITALIAN IRREDENTIST CORPS: STANDARD-BEARERS AT THE HEAD OF THE COLUMN. Among the prisoners taken from the Austrians by the Italian Army were many men of Italian birth from the oppressed provinces of the Trentino, Trieste, and Dalmatia, under Austrian rule. They had fought for Austria unwillingly, and have since been formed into a special corps on the side of the Allies. Those sent to Pekin were reviewed by the Italian authorities.—[*Italian Naval Official Photograph.*]

The matter to-day is serious. From all parts of the country come complaints of the great increase in the numbers of rats, and of the great damage they are doing to agriculture and the produce of the allotment-holder. This increase, of course, is due directly to the war; for military service, the manufacture of munitions and other war material, and the great rise in wages in the towns, have all contributed to denude the country and the towns of the labour formerly devoted to rat-extermination. And a further factor has been introduced in the need for enforcing economy in the use of food-stuffs, which has given rise to a series of regulations prohibiting the use of food-stuffs as bait for traps. The result of such regulations in this regard is deplorable. It seems to have been forgotten that the amount of food used as bait would be but a drop in the ocean, compared with the amount consumed by the rat thus protected! Some relaxation of the regulations on the part of the Food Controller should at once be made, or disaster awaits us.

War on the rat must begin at once. But, as Mr. Hinton points out, should we succeed in materially reducing its numbers, then, in proportion, the number of house-mice will inevitably increase; and these are almost as dangerous. Thus it is obvious we must declare war, also, on the mice. I have given no more than a hint of the nature of this really masterly pamphlet, but I trust that I shall persuade my readers, for their own sakes, to possess themselves of a copy for careful and thoughtful study. W. P. Pycraft.

NATIONAL WELFARE: A MODEL HEALTH CENTRE OF THE FUTURE.

DRAWN BY W. B. ROBINSON FROM A DIAGRAM BY MAJOR BIDDULPH PINCHARD, R.A.F., ILLUSTRATING LECTURES BY SIR BERTRAND DAWSON.



COMPRISING CLINICS, HOSPITAL, GYMNASIUM, AND PLAYGROUNDS: A DESIGN FOR A MODEL HEALTH CENTRE.

Now that the establishment of a Ministry of Health is being so widely discussed, this design for a model health centre on the outskirts of a typical town of 30,000 inhabitants is of remarkable interest. Our drawing has been made from a diagram illustrating the Cavendish Lectures delivered before the West London Medico-Chirurgical Society by Major-General Sir Bertrand Dawson, G.C.V.O., M.D., F.R.C.P., Physician-in-Ordinary to the King and Physician to the London Hospital. These very valuable lectures have been published by Messrs. Cassell as a pamphlet entitled "The Nation's Welfare: The Future of the Medical Profession." A further account of their contents is given in an article given elsewhere in this number. The building in the foreground is a Curative Clinic with accommodation for ten doctors, waiting, examination, and operating rooms, radiographic institute, laboratory, and dispensary. Beyond it, one at either end, are two Preventive Clinics, containing services for Maternity Care, Infant Welfare, School Hygiene, Dentistry, and so on. Beyond these, again, is a diamond-shaped hutted Hospital, with two annexes (one containing an operating theatre), and verandahs for open-air treatment. Of the two smaller buildings beyond the hospital, that on the left is allotted to Hydro-therapy, and the right-hand one to massage, passive exercises, and electrical treatment. In the centre beyond these two buildings is a Gymnasium. All the buildings would be on the hutted plan. Beyond the Gymnasium are shown the playing fields, with a covered playground, for use in wet weather. Nearer the town is an enclosure for play and physical training for children under eight years old.—[*Drawing Copyrighted in the United States and Canada.*]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY CLAUDE HARRIS, ADAMS, LANKESTER, DOROTHY HICKLING, LAFAYETTE, SWAINE, DROS, BARNETT, ELLIOTT AND FRY, AND SAWYER.



CAPT. W. M. UPJOHN, Welsh Guards. Son of Mr. W. H. Upjohn, K.C., and Mrs. Upjohn, of Sloane Street, and Lympne, Kent. Killed on active service.

LIEUT. JOHN W. MOORE, R.E. Well known in Durham mining circles. Killed by the explosion of an enemy mine while on active service.

CAPT. NORMAN MULLER, West Yorkshire Regiment. Nephew of Colonel and Mrs. G. H. Muller, of Bradford, Yorkshire. Officially reported killed in action.

CAPT. THOMAS HADDON, Eldest son of the late Mr. Thomas Haddon, of Middlewick, and of Mrs. Haddon, of Haddonhurst, Middlewick. Died of wounds.

CAPT. E. C. K. CLARKE, M.C., London Regt. Only son of Mr. and Mrs. C. S. Clarke, of Hampstead. Was awarded the Military Cross in July.

LIEUT. C. S. MOSSOP, D.S.C., Royal Air Force. Has been officially reported as having been killed while on active service.

BRIG.-GEN. L. W. P. EAST, C.M.G., D.S.O., Royal Artillery. Only surviving son of the late Rear-Admiral J. W. East. Has been killed while on active service.

LIEUTENANT E. W. FRY, Royal Naval Volunteer Reserve, Drake Battalion. Has been officially reported as killed while on active service.

LT.-COL. REGINALD NAPIER SETTLE, D.S.O., M.C., Reported wounded and missing; now reported killed. Son of Lieut.-Gen. Sir Henry Settle, K.C.B., D.S.O., and Lady Settle, Lowndes Street, S.W.

BREV. COL. (TEMP. BRIG.-GEN.) J. A. HANNYNGTON, C.B., C.M.G., D.S.O., Indian Army. Died in hospital on service abroad. Son of the late Mr. John Child Hannyngton, Indian Civil Service.

CAPT. E. L. MARSHALL, M.C. AND BAR. Inniskilling Fusiliers. Has been officially reported as having died of wounds received while on active service.

MAJOR G. H. MUSGROVE, D.S.O., Central Ontario Rifles, Canadian Expeditionary Forces. Has been officially reported as having been killed while on active service at the Front.

CAPT. G. DE C. MILLAIS, Bedfordshire Regt. Killed in action. Eldest son of Lieutenant-Commander and Mrs. Millais, Compton's Brow, Horsham. Mentioned in despatches. Aged 21.

SECOND-LIEUTENANT A. H. H. HORN, London Regiment. Has been reported as having been killed while on active service at the Front.

CAPT. JAMES THOMPSON ROBINSON, Royal Welsh Fusiliers. Fifth son of Mr. J. C. G. Robinson, of Myrobella, Belfast. Killed in action.

2ND LIEUT. HENRY JOHN HENSMAN, M.C., Hertfordshire Regt. Son of Mr. Walter Hensman, Buckhurst Hill. Killed in action.

LIEUT. A. GRANVILLE SHARP, Royal Field Artillery. Son of Mr. and Mrs. Arthur Sharp, of Uplands, Kroonstadt, South Africa.

LIEUT. HUGH R. BALDWIN, Irish Guards. Reported officially as having been killed while on active service at the Front. Aged 20.

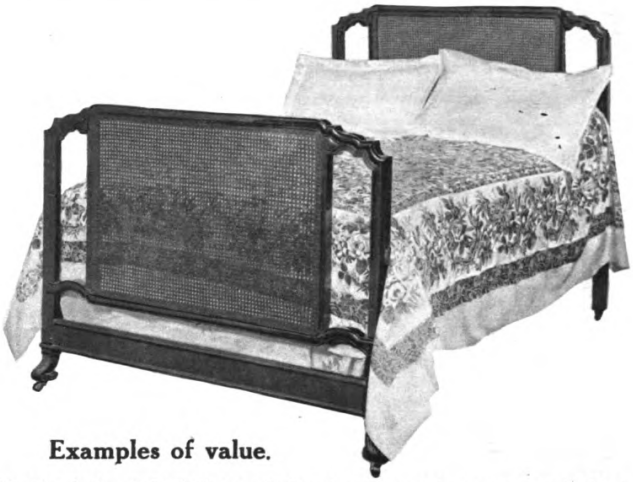
WARING & GILLOW'S FINE BEDSTEADS

OF

TASTE—QUALITY—DURABILITY.

THE Bedstead illustrated is typical of the many handsome and finely constructed pieces of Bedroom Furniture to be seen in our Galleries. Every article will be found to be in good taste and of that quality which ensures great durability.

In our Galleries you will find everything for the Bedroom. Our stock of Bed Linen and Quilts is the largest in the Kingdom.



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4 ft. 6 in. Antique-finish Mahogany Bedstead, as illustrated, with cane panels, fitted with sanitary iron sides. Also in stock 5 ft. wide.

£32 : 0 : 0

A pair of 3 ft. 3 in. Finely Carved Mahogany Bedsteads of Chippendale design, with exceptionally fine curled panels, fitted with wood sides and French castors.

£49 : 10 : 0 each.

Pair of 3 ft. Mahogany Bedsteads of Sheraton design, inlaid with black line and oval curled panel, fitted with sanitary iron sides.

Also in stock 4 ft. 6 in. and 5 ft. 0 in. wide.

£15 : 15 : 0 each.

Pair of 3 ft. Mahogany Bedsteads with centre panels and carved mouldings, fitted with sanitary iron sides.

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Baby's First Steps

BABY'S strength will be equal to the task, and the little limbs will be able to support the weight in walking when Baby has been reared on Mellin's Food. Mellin's makes firm bones and solid flesh, gives vigour and sound health to children of all ages.

Mellin's Food

SAMPLES POSTAGE FREE.

Mellin's Food, on receipt of 4d. stamps. Mellin's Food Biscuits, on receipt of 4d. stamps. A valuable handbook for mothers will be sent free of all cost to any mother.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, S.E. 15.

LADIES' NEWS.

FURS are purchased only at places of the highest reputation: in no part of feminine expenditure is it so true that the best is always the cheapest. This does not imply that sable and chinchilla and ermine are best because they are the most expensive; but that, whatever fur is decided upon, the best of it is the most reliable investment. The sets for the coming months are very smart, the collars high and comfortably shaped; the coats are longer, and draped effects are in special favour. These can, in skilled hands and by expert advice, be made very kind to the figure, giving tall and graceful impression. A head of a fur department will even venture on a gentle drilling of a favourite customer in the most effective way of wearing her furs; such efforts at Harrods have sometimes been productive of quite excellent results.



A STYLISH AND USEFUL COAT.

No woman need fear the approach of winter when she can get a coat of seal musquash such as the one depicted above. Though it is eminently useful, elegance has not been forgotten in its making: which is not to be wondered at when we hear that Harrods are its creators. Its cost is 65 guineas.

On Monday begins, at Harrods' wonderful establishment, a special opportunity, lasting six days, for obtaining the very newest and nicest knitted and woven coats for wear during the coming months at an appreciable reduction from their price at other times. This is a real boon to dress-understanding women. Nothing is a bargain to them if it is after-season; what they want is before-season, and Harrods give it to them. The coats are most fascinating; some are in a mixture of silk and wool, warm and light; while the combinations in colour produce the most up-to-date effects, such as pink and fawn, blue and silver, purple and beige. As an example of the advantages of special week purchases, these are sold at 99s. 6d., instead of their real price, £5 19s. 6d. The all-wool knitted coats are in the richest and newest colours, and there are wraps at 21s. 6d., instead of 25s. 6d., which will be found cosy, becoming, and novel-looking. There are silk jumpers, too, of the most dainty and *dernier cri* description; and it is all these things that are offered at such substantial reductions. Quite the right method of keeping our sex loyal to the big stores known the world around as Harrods and best.

Women did not allow the headgear of the Italian Carabinieri to go unnoticed. Several were heard to say that they would make very becoming and practical autumn hats, so we may look out for plush, velours, and beaver fashioned *à la Carabinieri*. Their coming into vogue will necessitate careful coiffures at the back, for they turn up there very uncompromisingly. Whatever may be said of the becomingness and youth-giving appearance of bobbed hair to the face, nothing nice may be truthfully stated as to the back view. There are women who have rushed in for this craze who are now constrained to go where the addition of hair is cultivated as a fine art, as at Maison George, 40, Buckingham Palace Road. Lucky for those who interfere with Nature's provision of hair, or for whom it fails, that "La Naturelle," from this house, outdoes Nature, for it is even prettier and more becoming than what the good Dame gives us.

Some of our women give us pause this trying wartime because they look so fresh, so fair, so youthful that almost we accuse them of lack of feeling. Not so; they have seen the marks of strain and stress on others, and have averted them from their own appearance by using Ganesh Diable Tonic, one of the finest preparations for clearing, cleaning, and whitening the skin that Mrs. Adair, the expert who is hailed for her success in two Continents, has produced. It closes the pores, is a splendid wash for tired eyes, and an unfailing skin tonic, preventing lines and wrinkles—even erasing them. These wise women place themselves under skilled treatment at 92, New Bond Street, where the best preparations for each case are prescribed. So do they add to the cheerful outlook upon life which is quite patriotic in these times. A sample bottle of Ganesh Diable Tonic can be had for 1s. by mentioning this paper. The prices are 5s. 6d., 7s. 6d., 10s. 6d., 21s. 6d., and 57s. 6d., and the larger the bottle the cheaper the contents. It does not do to take every care of our body and neglect our face, which has to encounter all manner of atmospheres, and which is particularly sensitive to our emotions. Character-lines are not objectionable, but worry-lines undoubtedly are. Adair preparations will banish them.



THE CHARM OF SKUNK.

For warmth, as well as elegance, could there be anything more charming than this skunk wrap, which can be obtained at Harrods? It combines smartness and picturesqueness in exceptional degree. It is priced at 95 guineas.

The female Hun—the name of lady, and far less that of woman, may not be degraded to those who behaved as their Red Cross females did—are having a poor time as regards dress. With the exception of the rich among them, who had their clothes from Paris or Vienna, they were always, from a fashion or style point of view, sad sights. What they will be this winter is horrid to imagine. A visit to Liberty's, in these autumn days, gives us real reason for self-gratulation—one of the pleasantest things extant. Never have the fabrics of this most celebrated house appeared so full of fascination for colour, variety, texture, and general charm. Convenience, too, is guaranteed; in the new Priory cloth, in beautiful autumnal art shades, are ready-to-wear dresses. There are different models finished with hand-printed Rani satin in three sizes at £4 14s. 6d. These leave nothing to be desired; they are graceful, comfortable, and a delight to the eye. Besides the art colours, they are provided in black.

MENTAL INDIGESTION.

By GEORGE HENRY.

I got into a railway carriage the other morning just in time to hear the commencement of one of those rip-snorting arguments that do so much to liven up an otherwise somnolent line.

The subject—well, I don't think one need draw the reader into it. It really doesn't matter. What concerned one at this time, and still concerns one now, was the intellectual aspect of this warfare of words.

Brown started off with a long tirade. He spilled facts and figures that did not seem to me to bear mature consideration. He eloquently voiced some epigrammatic phrases that somehow seemed to have a ring of familiarity.

Jones responded in like manner and, curiously enough, his alleged facts and figures, as also his epigrammatic phrases, also gave one the impression of being old, familiar friends.

The argument waxed fast and furious, now and again fading out to mere ineptitude as each man got out of his depth. . . .

Afterwards, when I had time to think it all over, I came to the startling realisation that neither Brown nor Jones was voicing his own thoughts. Now I came to think it, I remember that Brown was carrying a copy of the "Daily Snort," while Jones was a reader of the "Morning Rumble." Little wonder that some of those epigrammatic slogans sounded well-worn. It also explained why the argument had occasionally degenerated in futile spluttering when the two men got into realms of thought which had not been explored for them by their favourite journalists.

I have coined a term for their mental state—"Mental Indigestion."

There is a close analogy between the mind and the body in this respect. If you overload the stomach and neglect to take sufficient exercise, sooner or later you will find that the stomach does its work inefficiently. You feel torpid and "heavy" and quite a number of unpleasant symptoms are the final result. It is just the same with the mind. Fill your mind with facts and neglect to exercise it and you will get mental indigestion. And then, like the chroric dyspeptic, you fly for succour to artificial aid.

The dyspeptic pours stuff out of bottles into his stomach—stuff that artificially digests his food for him.

The sufferer from "mental indigestion" gets ready-made intellectual digestion by letting somebody else form his opinions for him. His daily paper performs the same function as the dyspeptic's "dope."

Now, if there is one thing above all others that the experience of the last four years has taught us, it is the necessity for every individual to think for himself—to consider every aspect of every question, individual or national, that crops up; and to form a mature, unbiassed opinion upon it.

I venture to assert that if every man and woman of the nation formed his or her opinion on these lines, we should be within measurable distance of a real Utopia.

Further, if every man read one-quarter of the amount he usually reads and thoroughly digested that quarter the individual and the nation would be the better for it.

Over and over again the nation has been stampeded into chaotic action merely by the constant repetition of some superficially ingenious parrot-cry which, if it had been the subject of careful reflection, would have received the contempt of indifference.

Right thinking means right action. I would like to see that sound, sane axiom blazoned in heavy type beneath the title of every newspaper, magazine and journal in the country, as a reminder to all men that every individual is free to blaze his own trail in the vast empire of the mind.

As it is, mental indigestion is a very prevalent disorder. It does not confine itself to any one class—there 's quite as much evidence of mental indigestion at Westminster as there is in Wigan.

But, thank goodness, every man is not so afflicted. Within the last three years a silent but overwhelming revolution of thought has been going on in our midst. There is a vast army of men and women in existence to-day who have learned the laws of thought, have realised the powers that were in them, have been taught that every individual is capable of efficient intellectual effort on his or her own behalf.

And saying this I have reached the point where this article is elevated to the dignity of advertisement; for these men and women are Pelmanists.

To me it seems that the greatest value of Pelmanism is in its ability to show all men how to throw off the intellectual torpidity and brain-sloth that comes of mental indigestion.

I know men who, before Pelmanism came to them, would have been utterly at a loss to express their opinions on any subject. They had never sufficiently considered a subject to form an opinion and, consequently, lacked the confidence to try. Now, because they have been led to examine into their own thought-processes they find it a matter of ease to take any subject, separate and classify its components or deduct an opinion from a set of circumstances. Instead of taking for granted all that they are told, they go about the world with eyes and ears alert and, from their observations, they create ideas for themselves. And in this wise are they nearer the truth than the "mental dyspeptic" can ever hope to be.

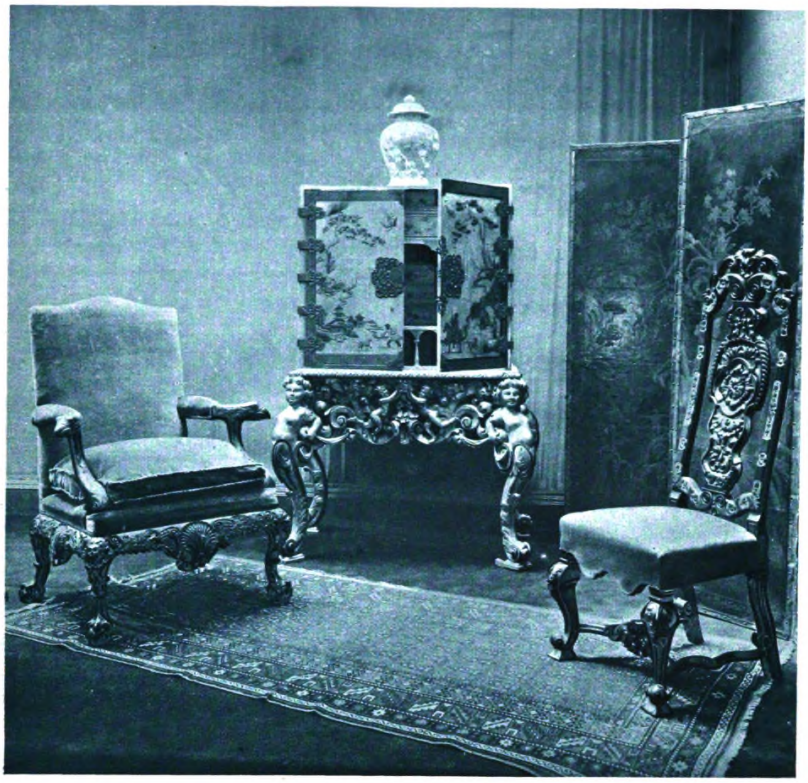
I have just been privileged to read an essay on Pelmanism written by a well-known lady of title, who is a student of the system. She says "*Next to absence of thought, slipshod and confused thought is rampant among us. People take their opinions from newspapers, from rumour, from their neighbours, anywhere except from their informed recesses of their own minds. Pelmanism strikes at the root of two great national defects—mental sloth and fear of efficiency. It reveals to every student that he has in him the power to think for himself, to control and govern his life. . . .*"

If this were all that Pelmanism did—and in point of fact it is but a tithe of the benefit that results from its study—if it were all, I repeat, Pelmansim would yet be the greatest educational force—the most powerful influence for good—that this generation has seen.

The time is coming when, even more than in the present, right thinking will be a vital necessity if we are to re-build a stately social order from the ruins that now confront us, and in that time the Pelmanists—now adding to their numbers by thousands every week—will play a great part in the great efforts which must be made to arrive at the fruition of great ideals.

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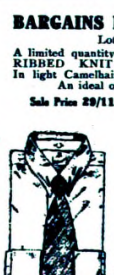
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THE REVOLUTIONARY SPIRIT IN GERMANY.

BY E. B. OSBORN.

THE most experienced observers of German affairs and the German character are convinced that the last stage of Germany's struggle against the defeat that is now seen to be inevitable will be marked by sudden, spectacular changes in the form of the German Government. Many of those who know the Germans well—better than they know themselves, in fact—feel sure that a feature of their final "peace" offensive" will be the ostentatious scrapping of all the leaders who were responsible for bringing about the war. When Belgium and Northern France have to be evacuated, I am willing to lay odds that all the world-infamous dignitaries will be thrown overboard—just as travellers pursued by wolves have been known to throw their fur robes out of the sleigh in order to delay the pursuit and avert destruction—or, at any rate, postpone it. This will be done to placate the demagogues in the Allied countries who talk of "our German friends," and insist that no penalty for past offences must be exacted from a democratised Germany. It will also gratify the racial peculiarity noticed by Cæsar in the Alemanni, who used to flog or burn the images of tribal deities who did not reward their worshippers. I for one should not be surprised if a German Republic were established as a last despairing act of political camouflage.

But nobody acquainted with the essential Boche thinks there will ever be a German revolution in the sense that there has been a French Revolution. What happened in 1848-49, when a great storm of revolutionary feeling swept over Europe, seems to me proof positive that the German is too obsequious to the drill-sergeant (especially if he wears a crown) and, paradoxically speaking, too much of a sentimentalist ever to succeed in breaking up the foundations of his social order. In March 1848, the *annus mirabilis* of revolution in Germany, many strange things happened. The King of Bavaria had to abdicate, and King Frederick William IV. of Prussia was compelled to bow bareheaded before the mutilated bodies of the rebels shot down by his troops in Berlin. The Crown Prince of Prussia—the *Helden-Kaiser* of 1870-71—had to shave off his beard and take sanctuary in England, where Louis Philippe was already in residence. The bar-room orators formed themselves into a company (unlimited liability) for realising the Millennium, the spate of crowd-compelling eloquence ceased not by night or day, and the following song in praise of the revolutionary flag—now the flag of the German Empire!—was thundered out in all the thoroughfares—

> The Black betokens death to tyrants
> Who, laughing, nailed us to the tree;
> And Red 's the blood we poured as offering
> For Justice and for Liberty.
> But Gold is Freedom's blossoming . . .

The scenes over which these very colours have flickered of late confirm Dahlmann's confession that it was power, not freedom, which the German soul required. Here is a story in Prince Hohenlohe-Ingelfingen's account of the barricade-fighting in Berlin. One Lieutenant von Krawell was stopped at a barricade, and called out: "You fellows must be mad! Don't you see I must go on duty?" They made a gap for him to pass.

The rising had no roots save in the cosmopolitan quarters of the cities; and even there it was the most faint-hearted revolution in history. If there should be a German revolution, it will be a mere pretence for defrauding the free Western peoples; later on, when we had cast away the fruits of victory, we should see Hohenzollerns and Hindenburgs beginning preparations for another war for world-domination.



FRANCE'S ARMY OF 10,000 DOGS: AN "AMBULANCE" CONVEYING INJURED ANIMALS TO HOSPITAL.
French Official Photograph.



FRENCH WAR-DOGS AT THE FRONT: A "SICK PARADE"—THE VET. MAKING HIS INSPECTION.
The French Army has 10,000 dogs under training, and many have been mentioned in despatches. They are employed as sentinels, to guard prisoners, carry messages and ammunition, to act as guides to blind soldiers, and to help in taking first aid to the wounded. Of over 5000 medically treated last year, 4196 were returned fit for duty.
French Official Photograph.



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Dental Cream, 1/4 ; Soap, 10½d. and 1/9 per tablet ;
Cachous, 6½d. ; Sachets 7½d. ; Toilet Cream, 1/3 ;
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THE PLAYHOUSES.

THE DRURY LANE PAGEANT.

THANKS to Mr. Louis Parker, that past master in the art of pageantry, and the flower of the theatrical profession, which was able at once to pay a well-deserved compliment and enjoy the delight, whereof it never tires, of dressing up in the rôles of former stage celebrities, the coming-of-age fête in celebration of Mr. Arthur Collins's twenty-one years of management at Drury Lane proved an exhilarating, as well as historic, function. There was obviously only one way of worthily honouring the occasion, in view of the theatre's age and traditions, and that way Mr. Parker took, when he provided us with a pageant commemorating the career of the house and its most famous productions and players. So, after semi-classical preliminaries we were shown King Charles the Second granting Killigrew his patent, and a slice from the opening piece at old Drury, Beaumont and Fletcher's "Humorous Lieutenant," followed by *tableaux vivants* and episodes which called up from the past the triumphs of Betterton and Mrs. Saunderson, Garrick and Mrs. Siddons, Kean and Kemble, and brought to life again Pepys and Johnson and Sheridan. To catalogue the modern artists who took part in the frolic would be to quote a "Who's Who" of the stage. But it is only fair to say that Miss Geneviève Ward and Mr. Lyn Harding appeared in the Restoration "Macbeth" scene; that Miss Lily Brayton and Mr. Frederick Ross posed, respectively, as Siddons and Garrick; that Mr. H. V. Esmond re-incarnated Kean, and Mr. Dennis Eadie was Sheridan; and that Miss Winifred Emery, Miss Gertrude Elliott, Miss Marie Löhr, Miss Lillah McCarthy, Miss Lilian Braithwaite, Miss Fay Compton, and Miss Margaret Halstan were all picturesquely employed. Not least welcome was the singing of Mr. Frank Mullings and Miss Miriam Licette in a quaintly staged extract from "The Bohemian Girl," or the dancing of Miss Ivy Shilling as an old-time Columbine. Mr. Collins's speech suited the atmosphere, full of praise about others, and modest as to his own achievements; while with the right instinct he had ear-marked the proceeds of the pageant for the funds of one of the most unselfish classes of the community. That is to say, they were devoted to the theatrical charities.



WITH THE AMERICANS IN FRANCE: OCCUPYING A NEW LINE.
French Official Photograph.

"HULLO, AMERICA!" AT THE PALACE.

The new Palace revue is so full an entertainment that it can afford to shed a good deal of second-rate matter, and be quite long enough, and all the better for such excision. To dwell on the less satisfactory features of the show—one or two military scenes were the chief offenders—would serve no good purpose, because they are, no doubt, already doomed; and Mr. Hastings Turner has planned too many amusing episodes, and has far too good helpers in the leading members of the cast and in his composer, to feel hurt at being told that his libretto is not impeccable. Future audiences will find themselves quite content to join Mr. Owen Nares' hero in his chase of the irresistibly exuberant heroine of Miss Elsie Janis; and will only wish they could have more of her—so full of life and fascination is the actress, so well is she worth watching and hearing, whether she is dancing gracefully or grotesquely; whether she is singing or whether she is reciting. For supporters apart from Mr. Nares, she has two nicely contrasted comedians in Mr. Will West and Mr. Stanley Lupino, and a trio of accomplished actresses in Miss Marjorie Essex, Miss Irene Magley, and Miss Madeline Seymour. There are many tuneful melodies from the pen of Mr. Herman Finck.

The popularity of the cigarette, which has proved one of the most valuable soothers of the nerves, as well as sources of enjoyment, in these days of stress, has created a host of connoisseurs, and to these the subtle flavour and aroma of Egyptian cigarettes such as the well-known "Kanopus," specially appeal. Climate is an important factor in the manufacture of the "Kanopus," which are made in Cairo from mellow Oriental tobaccos, with the result that those who like cool smoking enjoy them, and not the less so because they are moderate in price. "Kanopus" cigarettes carry the Egyptian Government stamp on the tins.

Already wearing the Croix de Guerre, awarded in July by the French Government for her plucky work as a motor-driver on the French Front, Miss Barbara Stirling, whose home is at Goring-on-Thames, has now been awarded the Silver Medal for Bravery by H.R.H. the Crown Prince of Serbia.

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Gout, in common with Rheumatism, is caused through arthritism (excess of uric acid in the blood). Nevertheless, excess of uric acid does not always imply the presence of gout, whereas goutiness invariably points to excess of uric acid.

Gouty subjects should therefore know that they are manufacturing too much uric acid, and should take steps to remedy the condition by careful dieting, avoiding all excess or errors in living, leading an open-air, active life, etc. Even these precautionary measures may prove insufficient to prevent over-production of uric acid, and steps will have to be taken to eliminate the poison as fast as it is being formed. For this purpose physicians all over the world (including Prof. Lancereaux, late President of the Paris Académie de Médecine) recommend the use of URODONAL, which is **thirty-seven times more active than lithia**, as a solvent of uric acid, while possessing the additional advantage of being absolutely harmless (unlike other remedies of a similar kind), and not causing injury to the heart, brain, stomach, kidneys, or other organs, even when taken in large and repeated doses.

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The Ideal Beauty

What it is, and How to Possess it.

By "ESTELLE."

DO you know what it is like to read a novel—one that begins with a heroine whose charms are not enumerated, but whose personality and environment seem to have some resemblance to your own? And then, on page four or five, to find something of this sort: "Her (the heroine's) hair rippled in soft, shining waves round her delicately tinted face. She had one of those peach-like skins that never seem to roughen or to burn. Her eyes were hidden at the moment under long, silken lashes, but a dimple hovered at the corner of her red mouth, as she pulled a rose to pieces between her white hands"—and so on.

At this point, if you are analytic, you begin to compare this exquisite creature with yourself. With what results? To find that you are hopelessly at a disadvantage, and that you are lucky if you can find one point in your looks that can vie with her fictitious charms. The story loses half its interest; you are no longer identified with the heroine.

But has it ever occurred to you that with a little patience and perseverance, that flowery description, with one or two slight alterations, might be applied to YOU?

YOU CAN'T HELP YOUR FEATURES—BUT you can help your skin, your hair, your hands—and that is something. Look carefully at the description of your heroine. Nothing is said about her features, unless you count a dimple as a feature. Let us be systematic.

Her hair is described as "rippling in shining waves."

YOUR HAIR WOULD BE JUST AS PRETTY if you would shampoo your hair with stallax instead of that common soap or manufactured "wash" that you are ruining it with at present. If, owing to your unkind treatment, it is thin and inclined to split at the ends, you should try this simple home recipe. One package boranium, obtained from any chemist, mixed with ½ pint bay rum. Boranium possesses wonderful properties of renewing the strength, beauty, and natural colour of the hair. "Perhaps," you say, "this is all very well." Admitted that these preparations make the hair thick and glossy, how can anything but nature, or hot irons, produce "rippling waves"? Have you never heard of silmerine?

A little liquid silmerine applied on the hair before going to bed and brushed out in the morning, will transform your straight locks into the most bewitching tight curls or fascinating "kinks," according to the amount used and your individual tastes.

To return to our heroine. "How can I ever accomplish a peach-like skin," you ask in despair, "and having secured it, how render it impervious to roughness and sunburn? No, it is too much." Nevertheless, there is much TRUTH IN OLD PROVERBS, and when you so glibly quote "Beauty is but skin deep," do you realise that you are stating a solid, undeniable fact—one on which a whole philosophy of beauty has been based?

Below a skin that may be blotched, roughened, and discoloured, is a complexion as clear and as fresh as a little child's. But how remove the ugly outer layer, the pores of which are clogged with waste matter? The skin is a delicate fabric, and no force must be used. Mercolised wax, which contains oxygen, will, if applied like ordinary cold cream, invisibly absorb the ugly outer cuticle, leaving the lovely new skin in all its glory.

To protect this delicate skin from the devastating effects of wind and weather, bathe the face and neck with a little cleminite dissolved in water, which will form the lightest of films over the complexion, at the same time giving it the much-coveted "peach-like bloom."

As to the long, silky lashes, a little mennaline rubbed into the roots of the lashes with the ring finger before going to bed will work wonders. If your hands are not as white as you would wish, a little lemon juice will remove bad stains, and bicrolium jelly will take away all redness and chapping.

A week or two of this treatment will make that description applicable to you. If you sit and pull a rose to pieces, any critical observer will have time to notice charms in you which attract immediate attention, and which will bear the closest scrutiny.



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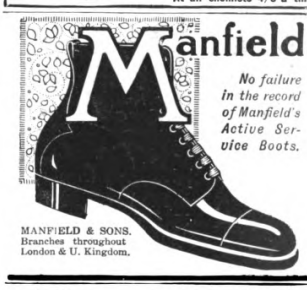
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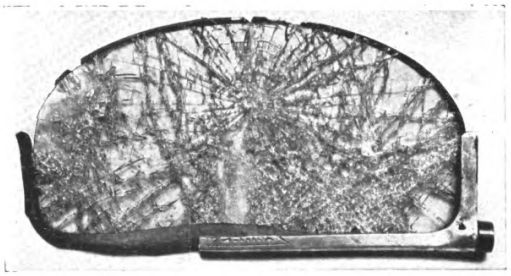
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THE CHRONICLE OF THE CAR.

The Roads of the Future.

In one of his speeches at Manchester recently, the Prime Minister spoke of the post-war construction of hundreds of miles of steel roads. Whether he was speaking from exact knowledge of what is to happen, or whether he based his prophecy on something else, is not clear—nor, perhaps, does it matter very much. The indication is there that the Government is fully alive to the necessity of highway reconstruction and improvement in view of the passing to the roads of much of our goods and passenger transport. Technically, the re-metalling of roads with steel plates should not present any great difficulties, and such a method of reconstruction should be more economical than other constructions both in first cost and upkeep, provided the highways so dealt with are not plated over a bad road-bed. It is from the latter that most of our main highways suffer most severely, and are such a heavy charge on the funds of highway authorities. The road engineers who laid them down to carry the comparatively light traffic of the coaching era could not and did not visualise the traffic conditions of 150 years later, when the volume and weight to be carried by their roads would have increased out of all possible knowledge. Therefore, they laid down road-beds which, while they were perfectly adequate to carry the traffic of the time, are hopelessly short of the requirements of to-day. The steel roadway is nothing very new, and where it has been laid down it has invariably proved successful, given the condition stated of an adequate bed; but, where the latter is not sufficiently substantial, the steel-plate method of surfacing is probably the worst known. It is obvious that where the plates sink unevenly for want of proper support there must be a series of sharp edges such as are not presented by any other construction, so that, if we are indeed to have steel roads, we shall have to face the expenditure of very large sums of money for the provision of new road-beds. That is not a matter that should be viewed too seriously. Transport conditions are undergoing a change which it would be almost correct to describe as a revolution, and if we want to take advantage of the new and better facilities which are being offered we must face the necessities of consequent provision for their adaptation. We can take as an analogous case the development of the railways. The last thing that acted as a deterrent to that development was the cost of laying down adequately constructed permanent way, and it must not be forgotten that the railways had to start

[Continued overleaf.



A RELIC OF A BRAVE OFFICER: MAJOR M'CUDDEN'S WIND-SCREEN.

We illustrate a Triplex screen taken from the machine in which the late Major McCudden, V.C., D.S.O., M.C., met his death. It will be noticed that the whole of the Triplex glass is intact, while half the metal frame has been broken away.

THE HAPPY GOAL
BUT WHERE ARE THE OTHERS?



WHERE ARE THE WIFE & CHILDREN?

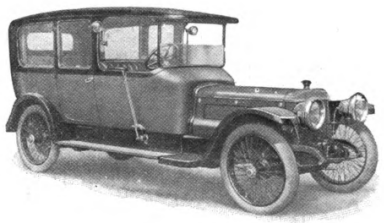
Many a Soldier asks himself this question ANXIOUSLY again and again.

In the hot, dusty SLUMS, longing for cool sea-breezes, HUNDREDS are still waiting

HELP THE SOLDIERS' DEAR ONES TO HEALTH, REST, COMFORT.

FUNDS are urgently needed. All contributions most thankfully received and acknowledged by MISS WALKER, Hon. Secretary Fresh Air Department, Church Army, 53, Bryanston Street, London, W. 1. Cheques crossed "Barclays', a/c Church Army," payable to Prebendary CARLILE, D.D., Hon. Chief Secretary.

The Church Army War Funds are registered under the War Charities Act, 1916.



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The characteristic qualities of the British nation have never been so strongly portrayed as during the war. Strength, endurance, pluck, and marvellous *capacity* have been shown in sublime degrees. In motordom the Daimler stands for all that is sound in engineering, coupled with the brilliant factor of the Daimler Sleeve-Valve Engine. The superiority of the Daimler Engine has never been challenged.

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The Daimler Company, Ltd., Coventry.

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BY APPOINTMENT TO H.M. THE KING.

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MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
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Removes Stains and Grease Spots from Clothing.
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HALL'S Distemper is when first applied a thorough disinfectant and germ destroyer. It dries quickly with a soft velvety appearance, and gives a wall surface hard and cement-like to withstand wear.

Address enquiries to the Sole Proprietors and Manufacturers:
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This is important in these days of War rations. By carefully selecting the daily meals, Mothers can do much to maintain the pre-War standard of nourishment, even if the amount of food be less.

For instance, when you use a pint of milk to make a Bird's Custard, you add 25% to the amount of nourishment of the milk—"*A very high achievement,*" says a famous scientist.

Thus, Bird's Custard adds enormously to the food value of milk, and in addition, transforms it from a thin fluid into a creamy satisfying dish.

Bird's Nutritious Custard

should always be served with stewed fruits. Remember also that fruit and puddings served with Bird's Custard require little or no sugar.

C393b

GRAND PRIX ROME 1911 · GRAND PRIX BUENOS AIRES 1910 · GRAND PRIX PARIS 1911

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50 for 3/5 100 for 6/10

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"You simply comb it thro'"

HOW TO PREVENT IT FROM GROWING GREY

THERE is no occasion for you to look unattractive or prematurely old because of grey, streaked with grey, white or faded hair. Don't let this condition, with its look of age, rob you of your youthful beauty and the wonderful opportunities which life offers. No matter how grey, prematurely grey, lustreless or faded your hair might be, Hindes Hair Tint will revive the colour glands of Nature—promote a healthy condition of the hair and scalp—and cause all of your grey or faded hair to become evenly dark, soft, lustrous and beautiful. This preparation is not an ordinary hair dye, but an elegant toilet requisite, which is easily applied by simply combing it through the hair.

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For Grey or Faded Hair.

Of all Chemists, Stores and Hairdressers, **2/6 the Flask,** *or direct from HINDES, Ltd., 1, Tabernacle St., City, London.*

Patentees and Manufacturers of the World-Famous Hindes Wavers—Hindes "Hindelife" Hair Brushes (which have been awarded highest honours at every exhibition to which they have been sent, since the Great Exhibition of 1851), the "New Matik" and "Very" Hair Brushes.

2035

Lotus

THIS winter, so scarce is glacé kid, the favourite leather for women's shoes, that various fabrics are being used as a substitute in making the light shoes, mostly the buckle variety, that will be worn next year.

And because all-leather shoes, like the one illustrated here, will then be at a premium, they are now being stored away by the shops appointed to sell Lotus and Delta.

So the best time to buy these shoes is now, to-day, for the number of pairs any one shop can store away is limited, too limited to last more than a day or two next spring.

By looking ahead and buying now, women will secure not only all-leather shoes but will also save many shillings a pair. The present prices are: Lotus 22/6; Delta, with pump soles 19/9, with M. sewn soles 21/- a pair.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



Delta
890—21/-
Agents everywhere

(Continued.)

with no provision at all—the roads had to be constructed in their entirety. In the case of the roads, we have at least something to start upon, and therefore expenditure cannot be nearly as heavy. But whatever it is, and whatever the method of reconstruction ultimately decided upon, this is certain—that after the war we shall have seriously to set to work upon a complete reorganisation and reconstruction of our highway methods, administrative as well as constructive.

A Comprehensive Record Scheme.

For the purpose of putting on record the performances of the Arrol-Johnston cars that have been produced under the present management of the concern, Arrol-Johnston, Ltd., would very much appreciate any information that would be of assistance to them in this direction. It is now over four years since they produced the Mark V. Arrol-Johnston car, and nine years since they produced Mark I. If owners of any Arrol-Johnstons from Mark I. to Mark V. would be good enough to communicate with them, stating the mileage, and any other information which this request suggests, of their particular model since it has been in their possession, or if any past owners who, owing to war circumstances, have parted with their cars, would furnish them with facts of a similar nature, the company would sincerely value it. They believe that appreciative owners of Arrol-Johnston cars will be pleased to co-operate with them in their endeavours to put up for after-the-war consumption evidence showing why the Arrol-Johnston reputation has ever been a good one. It is the intention of Arrol-Johnston to maintain this reputation, as will be revealed in their post-war model, which is now as far advanced as circumstances will allow.

An Interesting Issue.

I had begun to wonder what had become of the interesting little "house organs" which before the war, and even since, were a feature of the motor trade. They still seem to flourish, if I am to judge by the September issue of the *Crossley Messenger*, which has just come to hand. The single theme is "Our Work for the R.F.C.," the story of which is very well told in verse and pictures.—W. W.

BOOKS WORTH READING.

Scenes of Russian Life. Josephine Calina. 6s. net - - - (*Constable.*)
Eastern Exploration: Past and Future. W. M. Flinders Petrie. 2s. 6d. net. (*Constable.*)
A Minstrel in France. Harry Lauder 7s. 6d. net - - (*Melrose.*)
Crucifix Corner. C. N. and A. M. Williamson. 6s. net - - (*Methuen.*)
A Literary History of the Adelphi and Its Neighbourhood. Austin Brereton. 10s. 6d. net - - - - - - - - - (*Fisher Unwin.*)
Joan and Peter. H. G. Wells. 9s. net - - - - - - (*Cassell.*)
Special Performances. W. Pett Ridge. 6s. net - - - (*Methuen.*)
The Lay of the Land. Robert A. Hamblin. 5s. net. (*Allen and Unwin.*)
From Autocracy to Bolshevism. Baron P. Graeve itz. 5s. net. (*Allen and Unwin.*)
Cities and Sea-Coasts and Islands. Arthur Symons. 7s. 6d. net. (*Collins.*)
Buzz, Buzz! Capt. J. E. Agate. 7s. 6d. net - - - (*Collins.*)
Tony Heron. C. Kenneth Burrow. 7s. 6d. net - - - (*Collins.*)
Rhyme and Revolution in Germany. J. G. Legge. 15s. net (*Constable.*)
The Village Wife's Lament. Maurice Hewlett. 3s. 6d. net - (*Secker.*)
Guildhall Memories. Alfred George Temple, F.S.A. 16s. net (*Murray.*)
Nelson's History of the War: Vol. XX. John Buchan. 2s. 6d. net. (*Nelson.*)
Canadian Wonder Tales. Cyrus Macmillan; with Illustrations in Colour by George Sheringham. 15s. net - - - - (*The Bodley Head.*)
White Nights. Fyodor Dostoevsky. 4s. 6d. net - - - (*Heinemann.*)

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Luminous Figures and Hands
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The Great Germ OFFENSIVE

begins with the colder weather. The warmth and brightness of summer have gone, and with them the disease-resisting power which they lend to the system.

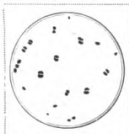
With the first chill days comes a lowering of the vitality and a corresponding increase in the activity of disease germs.

Overwork; exposure; sudden changes of temperature; occupation of crowded rooms of workshops are all factors which aid the microbes' attack on the system.

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Φ D/8

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Carter's Little Liver Pills keep your Liver busy and active



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Don't wait to be bilious. Keep **Carter's Little Liver Pills** handy and stop the first symptoms of bile. Good for Children.

For Constipation
Biliousness
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But be sure they *are* Carter's.

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THIS REMEDY HAS STOOD THE TEST

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That is the "AJAX" DRY-CELL BODY BATTERY, which infuses a new-born life into every nerve, muscle, and tissue of your weakened body. The most eminent Scientists confirm our contention that Electricity is the basis of all life, and when this life element is lacking, illness, weakness, and suffering step in.

Drive out your pains and aches; get back your strength; regain your health and happiness with Nature's own remedy.

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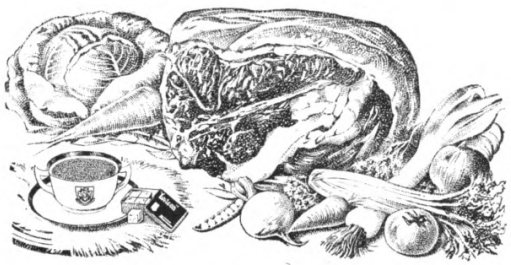
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DRINK a cupful of Ivelcon just before going to bed. You will not only find it sufficient as a light meal to carry you over until the morning, but it will bring refreshing sleep.

¶ Use Ivelcon daily in the kitchen. It is invaluable for making delicious soups, gravies and hashes. One cube makes nearly half a pint of delightful consommé—a welcome first course to a well-arranged meal.

¶ Ivelcon is the essence of prime beef, delicately flavoured with fresh vegetables. It contains no gelatine, yeast, or preservative of any description. To prepare Ivelcon simply pour boiling water over a cube—one cube makes a breakfast cupful.

Sold at pre-war prices.

6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

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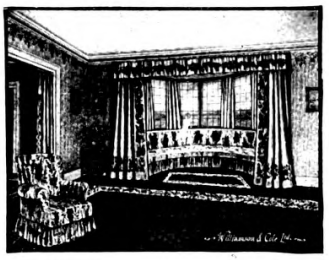
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In Tubes, 1/-
Pots, 1/6 & 2/6

You can't paint the lily—you can keep it pure. The natural beauty of healthy teeth is worth a tube of Oriental Tooth Paste.

Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

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This great Chef doesn't mind war flour or dear eggs —He uses Goodall's :: Egg Powder.



M. Andre Peythieu
Chef de Cuisine
Trocadero Restaurant.

PROBABLY no man in the country knows better how to make the utmost of war-time resources than M. Andre Peythieu, the gifted Chef de Cuisine of the world-famous Trocadero Restaurant, and therefore especial interest attaches to the recipe from his pen which we print below.

Following on equally emphatic letters from M. Stempfer, Chef to H.M. Queen Alexandra; M. Lataste, Chef to Lord Weardale; M. Fourie of Gatti's, and half a score of others equally famous, M. Peythieu's commendation of GOODALL'S Egg Powder as "the best at the public service" will fix it definitely in the minds of thinking women as the brand they simply *must* have in order to get the best results. Here is M. Peythieu's letter:

TROCADERO RESTAURANT,
PICCADILLY CIRCUS.

The fact that there is the greatest need of a most effectual substitute for eggs for cooking and baking purposes and that I consider Goodall's Egg Powder quite the best at the public service, prompts me to acquaint you with my opinion.

For all kinds of pastry, puddings and cakes, it answers the purpose of eggs in an admirable manner, and no one can tell the difference, whilst the saving in cost permits anyone to practise the economy so desired now-a-days.

Goodall's Egg Powder is prepared with great skill, and reflects the utmost credit to its maker, who for so long have been associated with the manufacture of the highest-class British household and cooking articles.

Your truly,
(*Signed*) **ANDRE PEYTHIEU.**

M. Peythieu's Recipe:

LANGUE DECHAT.—1 oz. of butter, 1 oz. of sugar, 1½ oz. of flour; ½ oz. Goodall's Egg Powder, a drop of vanilla essence, a little milk.

HOW TO PREPARE:—Mix the butter with sugar and flour and make it a paste. Take another basin wherein you mix the egg powder with the milk, and add at the last minute, perfume with a drop of vanilla essence. Take a paper cornet, pour the mixture into buttered tins and bake in a rather hot oven. A few minutes' cooking is sufficient.

CONSIDERING that Goodall's Egg Powder has now the enthusiastic backing of *all* the biggest Chefs in the profession, considering that it has been proved by independent analysis to contain valuable albumens and phosphates and to have the strongest effect in counteracting the dryness of the present flour, don't you think it would be as well in the future to insist on GOODALL'S Egg Powder.

Write us, please, if your Grocer hasn't it.
Large **1½**d. packets; **8**d. and **1/4** tins.

Goodall, Backhouse & Co., Leeds

Brain Stress

In times of stress and strain the disastrous results that may follow overtaxing of the brain must not be overlooked. To meet the demands of severe mental activity there must be a constant, steady supply of the right food to the brain so that the cerebral cells may be maintained in health. For this purpose 'BYNOGEN' is invaluable.



The agreeable flavour and digestive qualities of 'BYNOGEN' are derived from a specially prepared extract obtained from selected whole wheat and malt, which it contains in addition to milk-protein and organic phosphates.

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Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

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BUT EXAMINE THEM AT OUR EXPENSE

We will send you a Necklet, a Ring, or any of our Jewels, on receipt of £1 1s.
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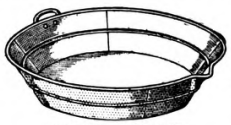
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A few only—English Turkey Rugs, Yaprak English Turkey Rug, all Wool, 8 ft. 6 ins. x 2 ft. 6 ins. Sale price, **72/-** each. 6 ft. x 3 ft., **89/6** each.

SLIP MATS.
250 ,, Loyal Axminster Slip Mats, fringed, 26 ins. x 11 ins. Sale price, **5/9½**
475 ,, Best Beam Slip Mats, crimson with black mottle border, oak mottle with crimson border, size 27 ins. x 15 ins. **5/11** each. To-day's price, 9/6.
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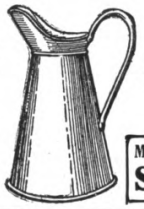


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Carriage and packing, 1/6

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8-pint ... ... Sale price (post 7d.), **9/11**
10-pint ... ... Sale price (post 8d.), **12/11**
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Calls upon all Business Men to prepare for Peace during War

Extracts from Mr Lloyd George's Recent Speech

"WE must be ready as soon as the unseen hand casts a rainbow of peace in the sky We must profit by the lessons of War It has been the most costly schoolmaster any nation ever had I am not sure it has not been the best in many ways, and the first lesson it has taught is the immense importance of maintaining the solidarity of the British Empire

To enable the nation to bear the gigantic burden of debt which the war will impose on us and the still greater burden of recuperation and reconstruction we must see that our national resources are developed to the full You can ensure plenty by ensuring the best conditions for production

The work of reconstruction must begin We must reconstruct when the national limbs are supple with endeavour and before they become stiff with repose and slumber and you must reconstruct when you see you have behind you that great spirit of patriotism You must reconstruct when you have got behind you the momentum of victory to carry you through to an even greater triumph That is why the whole field of enterprise, of endeavour and national resource and of material well-being is being examined carefully with a view to immediate action before the great spirit grows cold Let us have it when the nation is riding the chariot of high purpose ere it comes down to the dusty road That is the time to reconstruct, that is the time to build; when there is the spirit throughout the land

We must approach these problems with judgment undeterred by past prejudices and predilections When you have the great experience of this war, when you see the firmament illumined through the whole earth you must see things you never saw before If men decline to take the best course because it is inconsistent with something they said or thought of before they will never achieve anything

I only ask that new facts revealed by the war should be considered with an open, unprejudiced mind enriched by the unparalleled experience gained in this war Men who learn nothing are fitted for nothing, and they certainly ought not to be employed in the settlement of after-war problems, because they are dangerous men Do not turn your backs on the future

We want a sane, well-advised steadiness of bold reconstruction I have troubled you at this length with these matters not because I want to divert the attention of the nation from the great dominant issue upon which we ought to concentrate our strength, the winning of the war, but because when peace comes I do not want the nation to be taken unawares There is a great deal of talk about preparing for war in time of peace, but it is equally important to prepare for peace during war Delay will be disastrous In a world so highly strung, a world whose nerves have been strained for years, there is peril in an appearance of procrastination

I have one word of advice to my countrymen, and I say it solemnly to them Take heed in time, and if you do we shall enjoy settled weather for the great harvest which is coming when the fierce heat of summer which is beating upon us in this war will be over and past"

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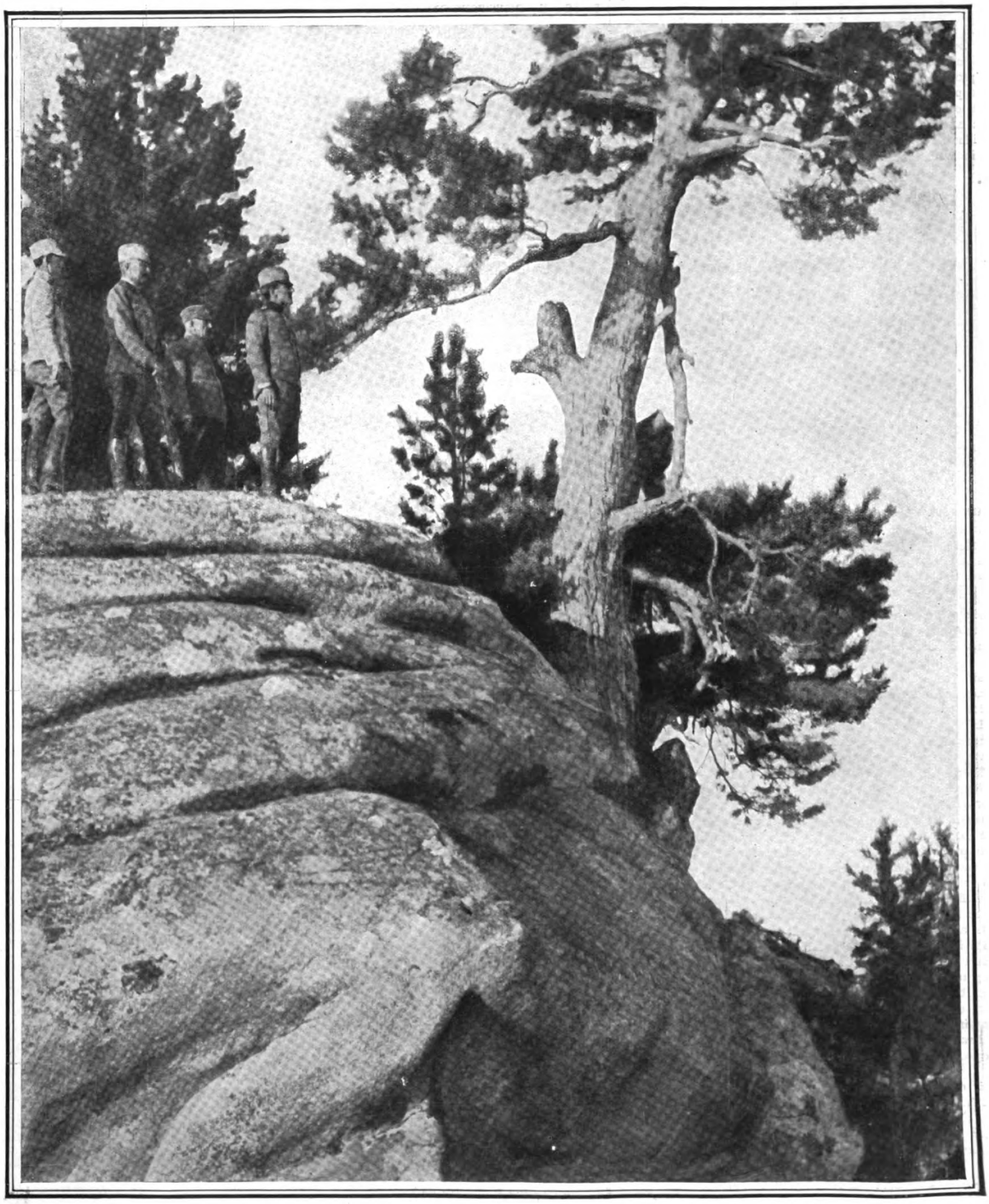
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REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

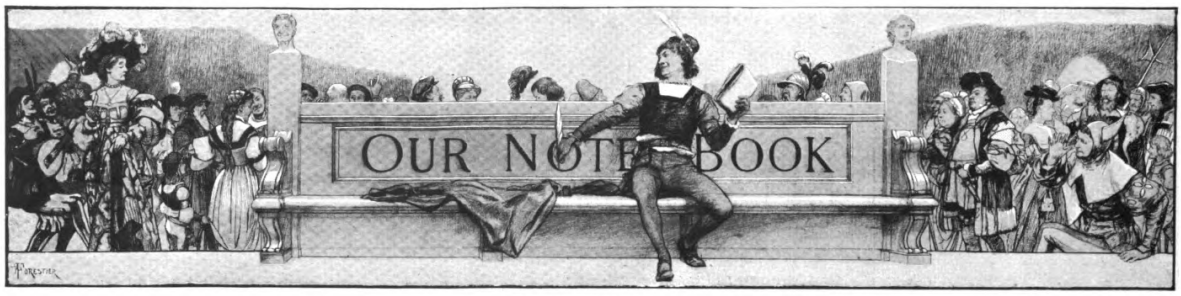
No. 4147. VOL. CLIII SATURDAY, OCTOBER 12, 1918. ONE SHILLING.

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WATCHING THE LIBERATION OF HIS COUNTRY BY THE ALLIED ADVANCE: THE PRINCE REGENT OF SERBIA.

The Crown Prince Alexander, Regent of Serbia, has recently been promoted by his father, King Peter, to the rank of General. An Order of the Day making the announcement recalled the fact that he has been with the Serbian Army, of which he is the titular Commander in-Chief, all through the war, including the terrible retreat of 1915, when he crossed Albania with the troops after undergoing an operation, arriving at Durazzo on a stretcher. His promotion was proposed by the Serbian Government last June, but was postponed at his own request until the day of victory arrived. He is seen here on a rock, commanding a wide view of the front, watching the advance. The figures are, from left to right, Lieut.-Col. Yourishitch, General Bolovitch, General Tershitch, and the Prince.



By G. K. CHESTERTON.

THE Prussian rulers on a recent occasion, when the blows were already beginning to fall thick and fast upon them, stated in public that they proposed to fight a purely defensive battle; and, apparently, to fight it for ever. The remark was a curious one for several reasons. As Mr. Belloc has pointed out in *Land and Water*, the very idea of a purely defensive war has no existence in war. In merely military operations the defensive is only adopted as a measure of delay before the offensive is resumed. And no doubt the primary explanation in the Prussian case is that an offensive really is to be resumed. Only it will be what is called a peace offensive. That is the explanation, in the first instance, of the possibility of mere self-protection adopted by the Prussian ruler. If he stands in an attitude of defence at the end, he hopes to convince the world that he only stood in an attitude of defence at the beginning.



GERMANY'S REQUEST FOR AN ARMISTICE: PRINCE MAX OF BADEN.

Prince Max of Baden, the new German Imperial Chancellor, sent a Note on Oct. 4 to President Wilson asking the Allies for an Armistice.—[*Photograph by C.N.*]

But there are other aspects of this singular assertion. Among other things, it raises the whole question of the very nature of the Prussianism that is thus protected. It may well be doubted whether anybody really stands to *defend* Prussia, however many people were willing to offend with her. To be in a state of defence is to be partially—or at least potentially—in a state of defeat. To be supported in a state of defeat is to be loved with a considerable devotion. I suspect that in such a case the Prussian will be found at a disadvantage in the passive part. He will be seen to be in every sense indefensible, because it has been his whole tradition to be in every sense offensive. It may well be that Prussia is only able to exist while it is able to take. Its life is in activity; and its activity is in aggression. It may be said to exist in a state of kinetic stability, like a top. But that stability involves, as it were, a perpetual striking outwards by centrifugal fury and drawing inwards by centripetal greed. The movement has been a dizzy and dazzling one, mingling many colours into one tint of field-grey. But the top was always a very wooden top, and before our very eyes it begins to waver.

It is often said amid the discontented groups in the Allied countries that the Allied Governments also are guilty of Prussianism. And, whether it is just or unjust, the statement in itself involves the complete condemnation of Prussia. If the earthly centre of the evil were not Berlin, a man would not even say that England was adopting Prussian methods. He would be quite as likely to say that Prussia was adopting English methods. It is impossible to retort the charge of Prussianism without admitting the charge against Prussia. It would be absurd for a man to bring a charge of Vandalism if he also maintained that the Vandals were a race of highly cultured artists and antiquaries famous for preservation of the monuments of the past. It would have been impossible to ridicule a rustic or a yokel as a Bœotian, and to maintain at the same time that Bœotia was more urbane and highly civilised than Athens. So much, I say, is obvious; the moral, as distinct from the military, defence of Prussia has always been the most difficult and even terrible of all tasks. It has been waging war on a truism. It has meant disproving a truth which men assume even in order to disprove. Everybody who has ever seen a Prussian officer knows that something or other has made him as stiff as a poker; and the modification of this view, as a logical enterprise, is like having to begin by proving that a poker is not stiff. It is not true, as the enemy himself pretends, that his military offensive is over and his military defence begun. But it is true that his military defence may soon be over, and that his moral defence will then really have begun. We shall then see exactly how much moral authority, as distinct from military force, he has ever had over the combination of Continental States which he has commanded. All else may melt away and leave the nucleus of his real national identity. I believe that that nucleus will be nothing.

Prussianism is terrorism; those who say this seldom realise how true is the thing they say. It is not in the least a lurid phrase of denunciation; it is simply a detail of historical fact. Prussia—or rather, Potsdam, which was its seed—was from the *first* a thing of fear. It depended on fear as ice depends on cold. Ice in a warm climate would not be warmer; it would not be softer; it would not be better—it would not be there at all. That Prussian suzerainty which is called the German Empire would not be there at all without the reputation of the rigid Prussian as a man of iron who could not be broken either by battle or revolt. When he is broken the spell is broken; the ice has simply gone.



THE NEW KING OF BULGARIA: THE CROWN PRINCE BORIS, WHOSE FATHER HAS ABDICATED.

It was stated on October 5 that King Ferdinand of Bulgaria had abdicated in favour of his son, the Crown Prince Boris, who, as King, signed a decree to demobilise the Army.

This is, of course, the most interesting and important moral of the affair of Bulgaria. Nothing more splendid and inspiring has lit up the long twilight of the war than the heroic return of the Serbians. No words of ours could be adequate tribute either to their tragedy or their triumph; nor could human speech find any salute so fitting as that which really passes from a Serbian captain to his own soldiers: "Gone is your help, heroes." But even in the case of the Bulgarians it would be far more possible to feel some sympathy with any hatred they might feel for the Serbians than for any loyalty they could feel for the Germans. But, as a fact, there never has been any loyalty that they could feel for the Germans. Even if the Bulgars themselves thought that they had right on their side, they never thought anything about the Prussians except that they had might on their side. The Bulgars were bound to the German alliance simply and solely because they believed it was a strong alliance; and in this they are representative of the whole of that alliance. Defeat will dissolve this combination; but nothing but defeat will dissolve it. To-day it is easier to conquer Prussia; but it is as difficult as ever to negotiate with her. The prestige of Prussian militarism will either depart or remain; and that alternative is still in reality as it was before. If we win they lose; but, if we only oblige them to bargain, they will always say that they obliged us to bargain.



A GUEST ENGLAND WILL DELIGHT TO HONOUR: MARSHAL JOFFRE.

It was arranged that Marshal Joffre should arrive in London on October 11, but an attack of influenza caused his visit to be postponed. [*Photograph by Manuel.*]

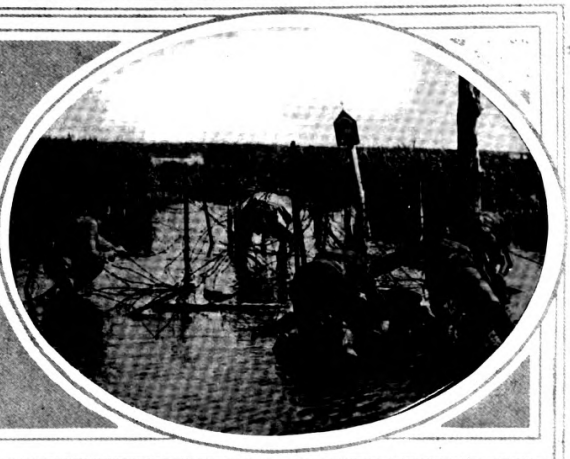
The whole truth turns on the fact that Prussia has been heartless in the real and vital sense of having had no heart. There was never any shrine, any spiritual centre for which any people had a positive affection; nor did such men die for their hearths and altars. These more human things were, in South Germany, but not in Prussia; but it was the human things that were ruled, and the inhuman or even the sub-human things that ruled them. There came a cold wind of fear out of the North and froze a thousand things lying further south than South Germany. We do not know what Europe will be like when that cold constriction is removed. We only know we have lived to see the end of an ice age.

KING ALBERT'S ADVANCE IN FLANDERS: BELGIAN TROOPS IN ACTION.

Photographs—Belgian Official and Illustrations Bureau.



BELGIAN GUNNERS: A POSITION ON GROUND FROM WHICH THE GERMANS HAVE BEEN DRIVEN.



PREPARING THE WAY FOR AN ADVANCE THROUGH WATER-LOGGED COUNTRY PIONEERS AT WORK.



A BELGIAN INFANTRY ACTION NEAR MERCKEM: PRELIMINARY GUN-FIRE—A SHELL BURSTING.



SHOWING IN THE BACKGROUND A FORMER BRITISH CAMP: BELGIAN TROOPS HOLDING AN ADVANCE POST.



PUTTING THE FINISHING TOUCHES TO A NEW BRIDGE: BELGIAN ENGINEERS AT WORK.



CONTAINING A "BOUQUET" OF SEVEN GRENADES: A GRENADE-THROWER, CLEVERLY CAMOUFLAGED, READY FOR FIRING.

Brilliant success attended the recent Allied advance in Flanders. A Belgian communiqué of October 4 stated: "The attack begun on September 28 by the Belgian Army and the 2nd British Army, with the co-operation of French forces, under the supreme command of his Majesty the King of the Belgians, gave us in forty-eight hours the whole of the Flanders Ridge. It has since been followed by a series of local actions. We have gained ground to a depth of 14 kilometres (nearly 9 miles) on a front of 40 kilometres (25 miles), and we have entirely liberated Ypres and Dixmude, in addition to occupying the course of the Lys from Armentières to Wervicq. The captures and booty so far counted consist of 10,500 prisoners, 150 guns, 200 trench-mortars, and 600 machine-guns. The British Navy and the land and naval Air Services of Great Britain have powerfully contributed to the success of these operations." The Germans were reported recently to have been constructing defensive lines of retirement in Belgium.

"AUGUST AND SEPTEMBER . . . 123,618 PRISONERS AND 140

PHOTOGRAPHS BY BRITISH OFFICIAL, CANADI



WAR ECONOMY AT THE FRONT: JOHN BULL CALLS ATTENTION TO THE VALUE OF SALVAGE



THE BRITISH ADVANCE TOWARDS CAMBRAI: OUR TROOPS LEAVING THEIR TRENCHES AND GOING FORWARD.



AN IMPROVISED "STRETCHER": GERMAN PRISONERS BRINGING IN WOUNDED DURING THE CAMBRAI ADVANCE.



"THE ADMIRABLE WORK OF THE ENGINEERS": A DESTROYED BRIDGE ON THE SOMME FRONT QUICKLY REPAIRED.



A GERMAN PRISONER MADE USEFUL JUST AFTER HIS CAPTURE: PUMPING UP A MOTOR TYRE.

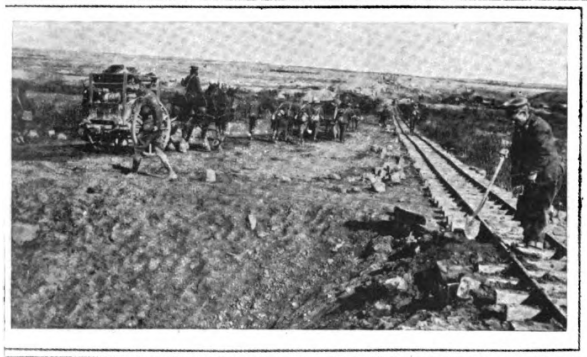


RIDDLED BY BRITISH SHRAPNEL: THE REMA
A GERM

Mr. Bonar Law said recently that as a nation we have never spoken quite enough of what is being done by our own country in the war. He paid a high tribute both to the Navy and the Army and their leaders, quoting Marshal Foch as saying that "his admiration for the courage and the endurance of the British soldier was not greater than his appreciation of the skill with which the British soldiers had been led." In these photographs is seen something of the magnificent work which our men have been doing on the Western Front during these last victorious months. On October 1, it may be recalled, Sir Douglas Haig mentioned in despatches that "during the month of September the British forces have captured 66,300 prisoners.

GUNS": THE BRITISH ARMY'S MAGNIFICENT ACHIEVEMENT.

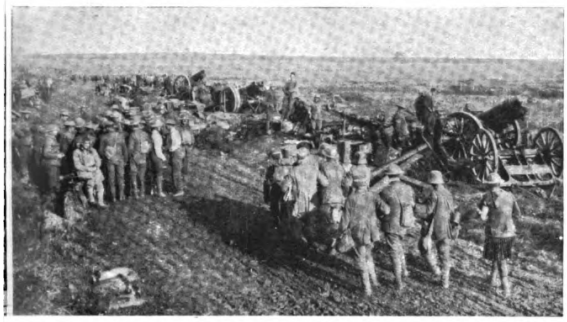
AR Records, and New Zealand Official.



WHERE THE GERMANS HAD MINED THE ROAD: A LIGHT RAILWAY USED IN THE CAMBRAI ADVANCE.



WHERE A VILLAGE OF OMINOUS NAME WAS REDUCED TO "NOTHINGNESS": A CANADIAN SIGN-BOARD.



FOE AND FRIEND ARM-IN-ARM: WALKING WOUNDED (AND A BATTERY) ON THE CANADIAN FRONT.



THE CROSSING OF THE CANAL DU NORD: BRITISH ARTILLERY PASSING A DESTROYED BRIDGE.



F A FACTORY BOILER THAT HAD HIDDEN ACHINE-GUN.



RELIGIOUS CONSOLATION FOR A STRICKEN FOE: A BRITISH PADRE MINISTERING TO A BADLY WOUNDED GERMAN.

including 1500 officers; also 700 guns of all calibres, and some thousands of machine-guns. During the months of August and September, the total captures by the British amount to 123,618 prisoners, including 2783 officers, and about 1400 guns." Truly a splendid record! In an earlier communiqué on the Cambrai battle, Sir Douglas Haig said: "These operations have been materially helped by the admirable work of the Engineers. In less than 4 hours from the opening of the assault, and in spite of hostile shell-fire, they successfully threw across the Canal du Nord a number of bridges capable of carrying transport, thus permitting our advance to be continued without check."

WHERE ALLIED BLOWS FELL: OBJECTIVES IN FRANCE AND ALBANIA.

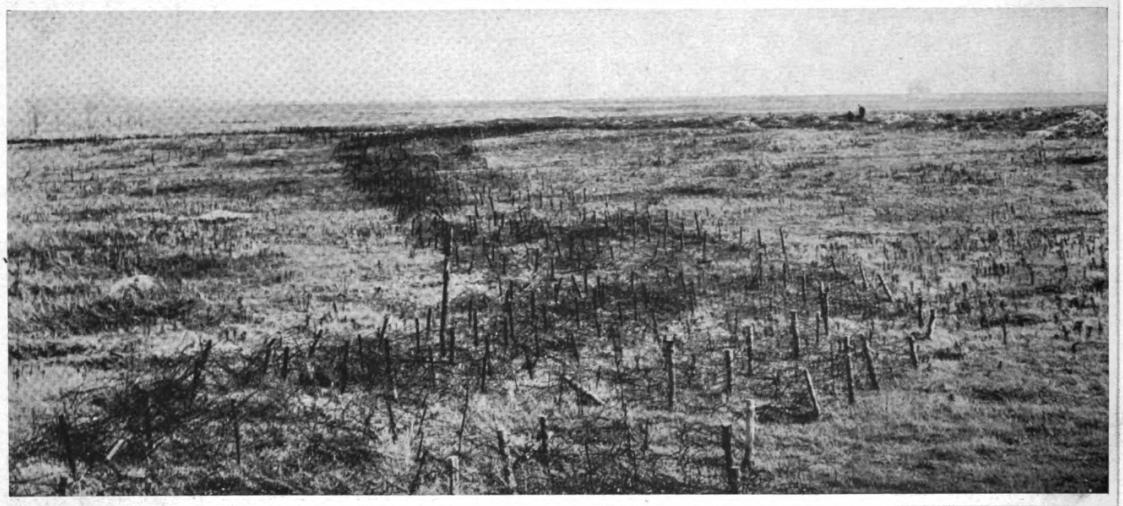
Photographs by Sport and General, French Official, and U.S. Signal Corps.



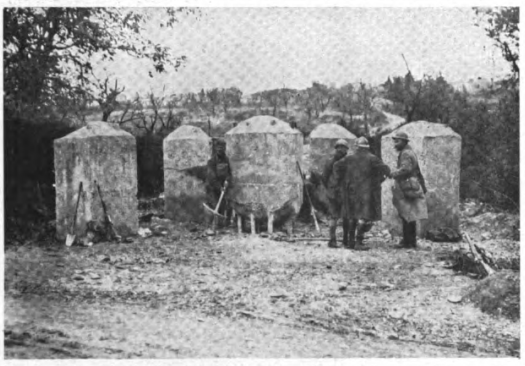
THE SCENE OF AN ANGLO-ITALIAN ATTACK BY SEA AND AIR: DURAZZO, CAPITAL OF ALBANIA.



BOMBARDED BY ITALIAN AND BRITISH WAR-SHIPS AND AIRCRAFT: THE HARBOUR AT DURAZZO.



PRACTICALLY ALL CAPTURED BETWEEN THE SCHELDT AND ST. QUENTIN: THE HINDENBURG LINE—BARBED-WIRE ENTANGLEMENTS AT PRONVILLE, NEAR QUEANT.



PLACED ON ROADS BY THE GERMANS TO DELAY TANKS AND GENERAL TRAFFIC: CONCRETE BLOCKS AT MONTFAUCON.



WITH THE AMERICANS IN LORRAINE: THE KAISER'S INITIAL OVER A CAPTURED GERMAN DUG-OUT AT MONTSEC.

At noon on October 2, as announced by Signor Orlando in the Italian Chamber, Italian war-ships and British cruisers appeared before Durazzo, and, under the protection of Italian and Allied torpedo-boats and American submarine-chasers, approached close to the harbour works of Durazzo, and fiercely bombarded them until the complete destruction of the base and the Austrian ships moored there was effected. "Our ships," the Italian Premier continued, "despite the enemy's fire, boldly dashed to the attack and fired torpedoes against an Austrian torpedo-boat destroyer and steamer, while another vessel, which was recognised as a hospital ship, was left entirely alone. At the same time, British and Italian airmen co-operated in the work of destruction effected by the ships." The Italian Admiralty stated that during the action American submarine-chasers destroyed two U-boats.

OUR GREAT FINANCIAL OFFENSIVE: TRAFALGAR SQUARE IN WAR PAINT.

Photographs by L.N.A. and C.N.







1. SPEAKING FROM THE PLATFORM OF A 9·2-INCH HOWITZER: THE BISHOP OF KENSINGTON IN TRAFALGAR SQUARE.

2. THE STAMPING-MACHINE INSIDE THE GUN-BREECH: A YOUNG INVESTOR.

3. TRAFALGAR SQUARE AS A WRECKED VILLAGE: A GENERAL VIEW.

Trafalgar Square presented the appearance of a war-shattered French village when the great "Feed-the-Guns" War Bond campaign opened there on October 7. An immense crowd gathered, and the day's investments amounted to over £2,500,000. The Bonds sold were stamped by machines placed in the breeches of big guns, amid surroundings typical of the war-area, including trenches with sand-bag parapets, periscopes, camouflage effects, and a wireless station, capable of receiving messages from a distance of 2000 miles, through which the latest news from the Front was made known. The proceedings opened with a religious service beginning with the hymn, "O God, our help in ages past," and ending with "Onward, Christian Soldiers," sung by choirs from London churches, accompanied by the Royal Artillery Band. The Bishop of Kensington delivered a stirring address.

THE FALL OF DAMASCUS.

By E. E. L.

WHEN the great Omar, "The Sword of Islam," was directing, from the Holy City of Medina, his plan of campaign for the conquest of Syria, and the fierce Battle of the Yermuk (near the present Tiberias) had been fought, in which the Roman power was worsted, he gave the following striking orders to his Emirs: "The enemy must be struck in his vitals. Commence by taking Damascus, which is the key of Syria. Hold Fahl, Homs, and the Filistin in awe with cavalry while you press Damascus." General Allenby realised, as the other great soldier, Omar, had done nearly thirteen centuries before him, that Damascus was the key to Syria; and after his discomfiture of the Turks on the Plains of Armageddon, he lost no time in pressing on to the stronghold of Damascus, and in seizing it, thence to pursue his way northwards again, even as Omar had directed, to Homs, and beyond—to Aleppo.

If, then, we ask ourselves what is likely to be the result of the fall of Damascus, since it is the key of Syria, it is apparent that its fall delivers Syria, or Lower Syria, at any rate, into the hands of the Allies, and provides an excellent base for the furtherance of operations against Aleppo and the Baghdad Railway. This is the strategic aspect. But in another sense, one moral and political, the fall of Damascus means far more than this. It is one of the holy cities of Islam—it was almost the last one remaining to the Turks—sacred to almost all the sects and divisions of the Moslem faith, and venerated not only on account of its religious associations, but also on account of its great historical traditions and its wonderful antiquity; so that its capture by the Allies means that another deadly blow has been dealt out to the Turk, one which he is scarcely likely to survive, particularly if soon, as an indirect consequence of the fall of Damascus, that other remaining holy city—of Medina, passes from Turkish dominion into the hands of the Arab forces of the King of Hedjaz, who had invested it.

Capital of the Arabs of Syria, and dear to the heart of every Arab who has beheld its charms, city of the great Ommayyad and a hundred other mosques, Tomb of Salah-ed-Din, that great knight of the Saracens, and of many another renowned in Islam, that this city should pass from the dominion of the Turks will surely prove to be the last straw for the breaking of the Ottoman camel's back! Throughout every bazaar in the East and Far East the news will penetrate — from Teheran to Bokhara, Samarcand, and Kashgar, into Tartary, and on to Pekin, even to Canton, with its shrine to Wakass, the apostle of the Prophet to the Southern Chinese capital. And by this token everywhere men will know the power of the Turk has passed—that his rule over the faithful is but a memory, and not a memory of which he need be proud. What will the Allies do with Damascus? They may do great things. For the present they must hold it in trust—for the Arabs, to whom it belongs. Shâm---Damascus—is their centre, their rallying point, and if the principle of self-determination is to be applied to small Asiatic as well as to small European peoples, then Damascus might well become a head-centre for the Arabs not only of Syria, but of Arabia—from which light and learning might extend throughout the whole land.

At present it stands as a symbol of Ottoman defeat, and, let us remember also, of the thwarting of the vainglorious plans of the Hun. It may come to stand as a symbol of Moslem-Arab renascence under a newly achieved freedom, wrung from a cruel oppressor by Christian arms, aided by Moslem-Arab prowess, and remain a monument for future generations of a just war, fought for the highest principles the human mind can conceive.

TWO OF THE NEW SOLDIER POETS.

By E. B. OSBORN.

FEW of the latest soldier poets look upon the war as a great spiritual adventure, as Julian Grenfell did, and Alan Seeger, and many another of the Sidneian fellowship which is now a heart of dust in the dust. For the most part they seem to be trying to write what Charles Sorley would have written if he—that uncompromising truth-seeker—had lived to bring his gift of sad earnestness and vivid exactness to fulfilment. In Mr. J. L. Crommelin Brown, however, we have a new soldier poet who sees no colour of romance in a struggle *à outrance*—

When the man who never knows it kills a man he never sees,
And the women mourn in silence for their dead—

and looks for none of the rewards promised in the painted parables of the legend of chivalry, yet knows well that the dreary, weary fight must be fought out to a finish, and has his vision of a better world in the making for the children he watches playing at soldiers. Love of the land, which made yet may not take him at the last, is a dominant note in the poems included in his "Dies Heroica" (Hodder and Stoughton). He remembers his native Cumberland on the eve of action, and all the friendly creatures he knew there in days that are a part of his being—

There 's sheep in plenty yonder, you can hear them on the moorland,
With the whaup and plover calling where the shadows come and go;
The wind that blows in Cumberland is fresher than all others,
And the dawns across the dales rise up most wonderful and slow.

He thinks of his old school, the meads and the old familiar trees, and closes his tribute to the pleasance of his youth and its high traditions with the heartfelt words—

Thank God for England, Winchester, and these.

So he goes out with his guns, fearing nothing, hoping for little, and asking no reward from what may be save what has been.

In "The Anzac Pilgrim's Progress" (Simpkin, Marshall), by Lance-Corporal Cobber, we have the sheer zest in fighting and jocund *camaraderie* of the Australian soldier, whose grim humour matches his old, cold courage. The Lance-Corporal's story of the Suez scrap is the best ballad of its kind which has been written since the war began. The joy of battle begins as soon as the camel scouts come loping back to say "a holy push of Moslem coots" were out at last to jump the Canal—

An' our sergeants struggled to hold us back, an' could scarcely keep us in check
From a-swimmin' out and a-runnin' in an' fallin' upon his neck,

such was the fierce delight at the Turk's long-desired arrival. Kipling's "Bobs" is rivalled in "Bird," a rugged panegyric worthy of the soul of Anzac—

Give us Birdy first and last—
He is It,
Every bit;
He 's a man, a gent, a soldier—he is It!

He suffers Pacifists neither gladly nor sadly: "There are always deadheads at every show, an' will be for evermore." He lost a leg, and is sorry to think others have to do his job as well as their own at the front—

But I thank the Lord, though my body 's broke an' I 'm hobbled so hard and fast,
I 've still got a hefty, two-legged soul, and it 's out with the boys to the last!

The first of these poets is a cultured artist; the second a blood-brother of the makers of the old Border ballads. Yet they are one in the spirit—their souls are flames on the altars of a common faith.

HEDJAZ AND THE TURK.

OUR Allies in this war are many, but of them all none are more interesting than the troops of the King of Hedjaz, photographs of whom in their picturesque costume are shown on another page of this journal.

For more than two years now the Hedjaz forces have been fighting on the side of the Allies, for freedom from Turkish misrule in Arabia; and during that time they have accomplished some remarkably good work. To commence with, the Turkish garrisons of Mecca, Jeddah, and Ta'if, the Alpine city, were overpowered, and these important places secured against the Turks; whilst the Turkish garrison at Medina, the terminus of the Hedjaz Railway, and the garrison of which had been considerably strengthened by the Turks, was besieged. The siege is being continued now, and there is little hope—for the Turks—that it will be raised, having regard to recent events in Palestine. Then the doughty fighting sons of the King of Hedjaz started to raid the Hedjaz Railway, constantly swooping down upon it and cutting it at various points, thus rendering invaluable aid to the British Forces operating in Palestine by hindering Turkish concentrations and hampering supplies. General Allenby's advance to Jerusalem was aided considerably by the successful operations of the Hedjaz troops in the desert south-west of that place; and from then until now constant pressure has been exercised by the sturdy Arab soldiers of Hedjaz on the Turks operating east of the Jordan. Their most daring and successful exploit was just recently, when they cut the line of the important railway junction of Dera'a, a piece of work which greatly facilitated the capture of Damascus. The Hedjaz troops have improved wonderfully since their first appearance in the field in the middle of 1916. They have captured machine-guns and artillery from the Turks, and a good deal of ammunition and supplies of all kinds; and under the instructions of British officers and non-commissioned officers they have come on apace, as the Turks know to their cost. Material, in the shape of motor transport, aeroplanes, etc., has been lent to them by the Allies, it being well-nigh impossible for them to secure these necessary adjuncts of modern warfare otherwise; and thus equipped, they have been able to do more useful work against the common enemy the Turk. And the Turk is the enemy of the Arabs of Hedjaz, for he has oppressed them bitterly when he has had the chance; and for no just cause he has murdered in cold blood scores of Arabs, the flower of the race. When, in October 1914, Turkey declared war against her friend and protector Great Britain, and played into the hands of Germany, it was not long before various acts of vandalism and sacrilege were perpetrated in Hedjaz by Turkish troops under direction from Constantinople — Enver Bey and his satellites. They desecrated the tomb of El Sayed el Shereef Abdel Kader el Jezairi el Hasani, and shelled Mecca, with one shot striking a spot but a yard and a half distant from the famous Kaaba, the most highly venerated object in the realms of Islam; and with another hitting the Tomb of Abraham; whilst several people at prayer in the mosque were killed by the bombardment. Enraged by this, and deeming it high time to proclaim anew Arabian independence, which the Turk was endeavouring to suppress, the Sherif of Mecca issued a proclamation denouncing the Young Turks and their impious practices, and calling upon all good followers of the Prophet of Hedjaz to fight under his banner, as King of Hedjaz, against the Young Turks.

The appeal was successful, and under the Hedjaz flag, of red, white, green, and black—representing the three great dynasties of Islam (Abbassid, Ommayyad, and Fatimite) and the House of Mohammed (the red)—the men of Hedjaz fought gallantly, and are fighting still. To them we owe much gratitude, and the least we can do for them in return is to see that for them a return to Turkish oppression is rendered impossible.

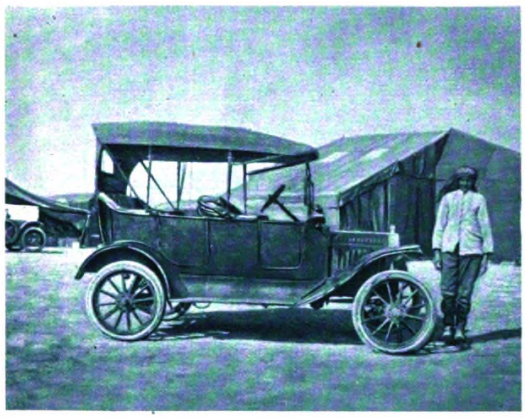
THE ARABIAN CAMPAIGN: TROOPS OF THE KING OF HEDJAZ.



BEARING ELOQUENT TESTIMONY TO THE WORK OF THE GUNNERS: A TURKISH FORT DEMOLISHED.



AFTER BOMBARDMENT BY THE HEDJAZ ARTILLERY: A TURKISH FORT OCCUPIED BY ARAB TROOPS.



WITH ITS ARAB CHAUFFEUR: THE MOTOR-CAR OF MOHAMMED ALI, A NEAR RELATIVE OF KING HUSSEIN.



AN R.F.C. CROSSLEY CAR OPERATING IN ARABIA: HEDJAZ SOLDIERS AS INTERESTED SPECTATORS.



OF A FORCE THAT HAS DONE SPLENDID WORK FOR THE ALLIED CAUSE: TYPES OF HEDJAZ TROOPS.



USING A WEAPON CAPTURED FROM THE TURKS: HEDJAZ SOLDIERS AT MACHINE-GUN PRACTICE.

The Arab forces of King Hussein of Hedjaz have rendered invaluable service to the cause of the Allies, not only in Arabia itself, but also in Palestine, east of the Jordan, along the line of the Hedjaz Railway. General Allenby mentioned that "a portion of the Arab Army of King Hussein" took part in the occupation of Damascus. It should be mentioned in this connection that the recent recognition by the Allied Governments of the belligerent status of the auxiliary Arab forces in Palestine and Syria did not refer to the regular army of the King of Hedjaz, but to the Bedouin and other Arabs of the desert who have lately been co-operating both with the Hedjaz troops and with the British in Palestine. The independence of the kingdom of Hedjaz was officially recognised by the British, French, and Italian Governments at the end of 1916. An article on the revolt of Hedjaz from Turkish oppression, and the exploits of the Hedjaz troops in the war, appears on another page in this number.

THE WORLD OF FLIGHT

INDEPENDENT AIR WORK IN THE NEAR FUTURE.

By C. G. GREY,
Editor of "The Aeroplane."

So rapidly are things moving in all war areas in these days that one is tempted to wonder what will be the part played by the Allied Air Forces if or when the German armies are pushed back or are forced by Eastern developments to withdraw to the line of the Rhine. Places which have hitherto been visited by only two or three aeroplanes of the Allies will now come within comparatively easy reach of modern bombing machines. Should Germany be reduced to defending her own frontiers with her own armies, then would come the time when we should have the real chance of proving the value of aircraft as an independent weapon of war.

It is commonly agreed among soldiers of all nations that, if the whole of Germany's armies were concentrated along the comparatively short line of the Rhine from the Swiss frontier to Holland, the defence would be so strong that it would be a long and very costly task to break through into Germany itself. The problem would then arise as to whether air war alone could bring the German people to terms.

There are those who believe that air war alone can bring peace, unaided by other arms. They are undoubtedly too enthusiastic in their aerial beliefs, and it will probably be found that they are recent converts to faith in Aerial Power—your convert is ever prone to become a fanatic. It still remains a basic fact that, despite all the mechanical accessories of war—from the moving towers used against Babylon to the tanks and aeroplanes of to-day—an army of infantry standing on its own flat feet in enemy territory is the only definite form of conquest. Nevertheless, these mechanical accessories in general, as everyone knows, go far towards preparing a way for the infantry.

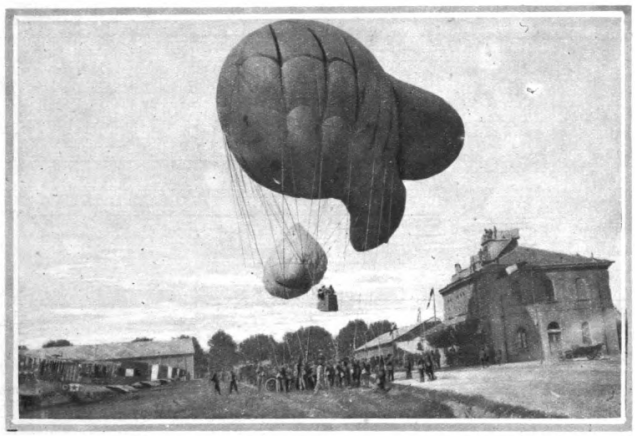
If the aeroplanes in particular do not, in fact, break down the enemy's defences in a frontal attack, they can be—and are—used independently against the rear of the enemy's forces, so as to weaken his fighting line and thus make the task of the armies on the ground easier of accomplishment. Or they may be used behind the actual theatre of war to weaken the *moral* of the enemy people, and to decrease the supply of food and munitions to the armies in the field. We have seen aeroplanes used in both ways to great effect during the past few months. In the actual zone of the enemy armies the Allied flying services have consistently bombed bridges, railways, and junctions; they have blown up munition dumps; they have destroyed aerodromes; and they have flattened out the billets of troops in reserve and in rest. In German territory the British Independent Force, R.A.F., has been steadily bombing fortresses, towns, mines, and factories. Various communiqués relating to the pinching-out of the St. Mihiel salient bore witness to the assistance given by the Independent Force, which is now publicly known to be under the command of Sir Hugh Trenchard.

The difference between the work of the Independent Force and the rest of the R.A.F. appears to be that it operates entirely against German territory and not against French territory temporarily occupied by the enemy. Alsace-Lorraine may, for the purpose of this argument, be classed as German territory, seeing that it has belonged to Germany for close on fifty years, though it is hoped that it may again become part of France. Now the work of the Independent Force in relation to the operations against the St. Mihiel salient may be taken as an illustration on a small scale of the work of the great combined Allied offensive air force against Germany when the Allied armies are confronted with the last barrier to their occupation of genuine German territory.



AT A ROYAL AIR FORCE SCHOOL OF AERONAUTICS: A PAINTER OF MAPS USED IN THE TEACHING OF OBSERVERS AT WORK ON A REPRESENTATION OF OSTEND DOCKS.—[*Photograph by S. and G.*]

One may take it that the regular flying services pertaining to the Allied armies—that is to say, the army and corps squadrons of the R.A.F., the regular reconnaissance and chaser squadrons of the French *Service d'Aviation Militaire*, and the various squadrons of the American Army Air Service—will be fully occupied with the affairs of their respective armies. There will be plenty for them to do in spotting for the artillery, in regular reconnaissance and photography, and in air fighting.



WITH TWO BALLOONS FOR CARRYING CABLES: AN ITALIAN OBSERVATION-BALLOON.
Photograph supplied by Alfieri.

Even if—as is very possible—we arrive at the happy, if somewhat difficult, situation of the German Army making its last great stand on the German bank of the Rhine, there will be more than sufficient work for the flying services of the Allied armies. The Rhine would afford a most formidable barrier, and the Allies would have all their work cut out to get across it. The defence would be of the fiercest character, for the German troops, with distinct memories of their own behaviour in conquered territory, would naturally judge others by themselves, and would expect retaliation if ever the Allies entered Germany. One surmises from the garbled reports which reach this country of speeches and exhortatory articles published in Germany that the German people are being stirred up by their leaders to the highest pitch of patriotic enthusiasm for such a last stand as that indicated. The soldiers of Prussia's subject States—Saxony, Bavaria, Würtemberg, and the rest—though they have fought bravely in France and elsewhere, have not been moved by the greed for conquest, and, even in defeat, have not as yet been stirred by the need to resist an invasion of their Fatherland. They have "retired according to plan," but they have not yet had their backs against the wall of their own frontiers, when any further retirement would mean abandoning their own homes to an invading army. To use the athlete's phrase, they have never been "fully extended."

It is when such a situation arises that the Independent Air Force, and the detachments of the other Allied flying services associated with it, will have their great opportunity. Just as by bombing Metz and the railways leading therefrom to St. Mihiel, and the factories and supply depôts in Alsace-Lorraine, the Independent Air Force was able to weaken the German resistance to the American advance, so on a far greater scale will the Allied flying services weaken the enemy's armies along their own frontiers. It must be remembered that our own aeroplanes and engines are improving in quality and quantity almost daily, and that American aircraft are beginning to arrive. The Americans made many mistakes in their aircraft programme at the start, but the wonderful performance of the United States in producing an army of millions in a year is certainly going to be repeated in the U.S. Air Service, now that the initial mistakes have been set right.

The recent work of the Independent Air Force may be regarded as a series of trial trips for the benefit of the International Air Force which will operate on Germany at the proper moment. The whole business of long-range bombing, and the strategy and tactics of this form of war, were new when General Trenchard took over the work. The British Independent Force has experimented for the benefit of the Allies, and is now laying down the rules of the game, so to speak. The Germans and various citizens of neutral countries—who know how much effect the raids of the Independent Force have had on the Rhineland towns, and on the output of munitions and the moral condition of the people in the raided areas—may be able to form some idea of what is to come if they compare the tentative spitting of an experimental machine-gun with the steady and deadly stream from the perfected mechanism. When the real Allied aerial offensive against Germany itself gets properly to work over the heads of Germany's armies standing with their backs to the wall and yet powerless to repel these aerial invaders of their homeland, we shall see the full value of independent air war. And then it is probable that Sir Hugh Trenchard will be generally recognised, to quote the words of a highly placed officer of the Royal Air Force, as "the Foch of the Air."

DRIVING THE TURKS OUT OF PALESTINE: BRITISH AND INDIAN HEROISM.

Drawn by H. W. Koekkoek from Material Supplied by an Eye-Witness. Copyrighted in the United States and Canada.



THE REPULSE OF A TURKISH CAVALRY CHARGE AND THE DEATH OF ITS GERMAN LEADER: A FINE EXPLOIT BY BRITISH INFANTRY NEAR ES SALT.



"INDIAN CAVALRY AND INFANTRY HAVE TAKEN A LEADING AND BRILLIANT PART IN THE FIGHTING": INDIAN TROOPS RUSHING A TURKISH POST.

In a message to the Viceroy of India, it may be recalled, General Allenby said: "Indian cavalry and infantry have taken a leading and brilliant part in the fighting, and have earned a great share in the honours of victory." The upper drawing shows an attempt by Turkish cavalry, led by a German officer, to rush a British position. They were taken in flank by rifle and machine gun fire from a company of infantry posted on the spur of a hill. The charge was repulsed and the German leader (seen in the left centre of the illustration) was killed, whereupon the enemy retreated in disorder, losing many men. In the lower drawing a detachment of Indian infantry is seen rushing a Turkish post. They killed many Turks with the bayonet and captured a machine-gun and several score of prisoners, retiring under cover of a heavy barrage from their own guns which prevented the enemy from sending reinforcements. The shells of the barrage are shown bursting in the background, and in the foreground is the machine-gun with its defenders.

SCIENCE JOTTINGS



SEEKING AT BURGHERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (15TH. CENTURY).

UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.

LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (15TH. CENTURY).

THE AEROPLANE IN COMMERCE.

NOW that the war has taken a happier turn, and its end is, if not near, yet in sight, it seems fitting to consider the commercial possibilities of its greatest discovery, which is the uses to which aircraft can be put. Employed at first for observation only, the Germans soon began to use their monster air-ships for dropping bombs on non-combatants, only to find the tables turned against them by the Allies' use of aeroplanes for the destruction of their railway stations, chemical and iron works. Then followed the arming of the heavier-than-air machine so effectively that it can not only fight other machines in the air itself, but has proved a terrible weapon against infantry in close formation on the ground. Meanwhile, the efficiency of the aeroplane as a carrier steadily increased by the time-honoured and peculiarly English method of trial and error. The attempt to relieve the necessities of our beleaguered garrison at Kut-el-Amara only resulted in bestowing some hundredweights of flour on the investing Turks; but latterly the enterprise of our airmen has succeeded in supplying small-arm ammunition to the fighting line, and there is every reason to suppose that the last word in this respect has not been said. It is even possible that the commander of a swiftly advancing army may make use of a fleet of weight-carrying aircraft to supplement, if not to supplant, the enormous train of horse and steam lorries, and the expensive light railways, that he now requires for the supply of food and munitions to his troops.



WITH THE SIAMESE ON THE WESTERN FRONT: BUGLERS OF THE SIAMESE FORCE.—[*French Official Photograph.*]

What the genius of our soldiers has improvised in war, however, the enterprise and talent for organisation of our commercial men ought to be able to improve and develop economically in peace; and hence aircraft as carriers is a much more serious "proposition," in the American sense of the word, than seemed possible before the war. Corn there has always been in Egypt; and the rainless, but easily irrigated, fields of the Delta have lately proved themselves capable of raising crops of cotton which in time will make them powerful competitors with the Transatlantic sources of supply. Both wheat and cotton are extremely bulky goods to handle, demanding railways, steamships, loading and unloading machinery at ports, and all the cumbrous paraphernalia of the land and sea journey at least a fortnight long from Port Said to, say, Liverpool. Yet, as will presently be demonstrated, it is possible for a specially equipped aeroplane to fly not from Port Said, but from Cairo (some 150 miles further south) to London in one day. This will be a non-stop journey, necessitating the carrying of a great amount of petrol. With fuel stations at convenient points *en route*, far more stowage-room would be left for goods or mails, and the journey might still be accomplished in two days as against the two weeks by sea. We must not, however, count our chickens before they are hatched; and we have not, of course, reached this point yet. The likelihood of our doing so has only been attained by the discovery, luckily not advertised by an omniscient Press, of the means of stabilising the aeroplane so effectively that one bearing a dead pilot fluttered to earth the other day from a height of 5000 feet with no more injury than a leaf borne by the wind. Yet there are two discoveries which, so far as can be foreseen, will have to be made before the full commercial use of the heavier-than-air machine — the airship is another matter—can be realised. One of these is a means of rising from or alighting on the ground without the preliminary run, in the one case, or the subsequent one in the other, which makes the provision of an extensive aerodrome necessary before the machine can safely leave or return to the earth. The other, which may seem to the lay mind to be of far less importance, but which the medical man knows to be at least as indispensable as the other, is some method of silencing the noise of the engine and propellers and the hum of the wires, lest the roar of hundreds of machines continually crossing to and fro over our heads should make the country as noisy as the town, and thus bar the last refuge for overstrained nerves. Nor must the cost be lost sight of. One of the large "bombers" now used in war costs not less than £16,000 to construct, of which half is the expense of its engines. This figure will, of course, be susceptible of great reduction when free competition between makers and labour at peace prices comes to replace the costly methods of Government construction. The example of the Ford car should show our manufacturers at once what is possible in this respect, and the fortune which awaits the first few firms who solve the problem.



WITH THE SIAMESE ON THE WESTERN FRONT: ENTRAINING FOR THE BATTLE-ZONE.

French Official Photograph.

The effect of such a revolution in transport as is here foreshadowed must be left for another article. but anyone who examines the great cheapening of prices and increase of supplies which followed the general introduction of railways can form some idea of its extent. Perhaps this alone will go far to answer the question which is now looming darkly before the thoughtful, which is—How is the wastage of the war to be made good?—F. L.

THE HOLY LAND DELIVERED FROM THE TURKS: HISTORIC PLACES.

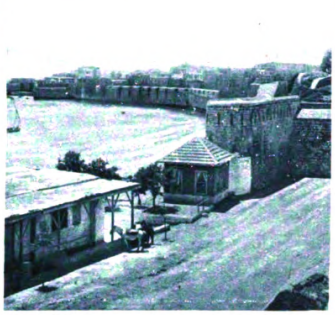
Photographs by Partridge, Topical, and James.



AT HAIFA (THE ANCIENT SCAMINUM) BELOW MT. CARMEL: THE MONASTERY.



THE BEST NATURAL HARBOUR OF PALESTINE: HAIFA—LANDING FISH.



TAKEN IN THE CRUSADES; AND HELD AGAINST NAPOLEON: ACRE—THE SEA-WALLS.



THE HOME OF JESUS CHRIST: NAZARETH—ENTERED BY THE WEST COUNTRY YEOMANRY ON SEPTEMBER 22 DURING THE GREAT ADVANCE.



ROBBED BY HAIFA OF ITS OLD COMMERCIAL IMPORTANCE: ACRE—A TYPICAL STREET.



CHRISTIANITY IN MODERN NAZARETH: THE TOWN AND THE ENGLISH CHURCH.



A WALLED CITY OF MANY SIEGES: ACRE—THE ONLY ENTRANCE.

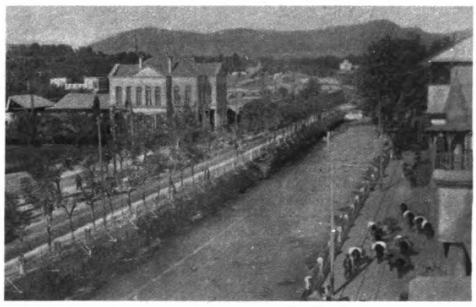
Names of hallowed memory and historic renown have given unique interest to the story of General Allenby's advance in Palestine. Thus on September 22 the War Office announced: "On the north, our cavalry, traversing the Field of Armageddon, had occupied Nazareth, Afuleh, and Beisan, and were collecting the disorganised masses of enemy troops and transport as they arrived from the south." From Nazareth an armoured motor battery and light car patrol pushed westward and made a dash into Haifa. On the 24th it was officially stated that "our cavalry have occupied Haifa and Acre after slight opposition." Haifa, which lies beneath Mt. Carmel, at the southern end of the bay of Acre, has in modern times eclipsed the old importance of Acre as a trading port. Acre was captured, in turn, by the Crusaders (1104), Saladin (1187), Richard Cœur de Lion (1191), the Egyptians (1291), the Turks (1517). Napoleon besieged it unsuccessfully in 1799. It fell to Ibrahim Pasha, 1832, and to English, Austrians, and Turks in 1840.

"THE FEATHER OF THE PEACOCK OF PARADISE": CAPTURED

PHOTOGRAPHS BY THE AMERICAN COLONY I



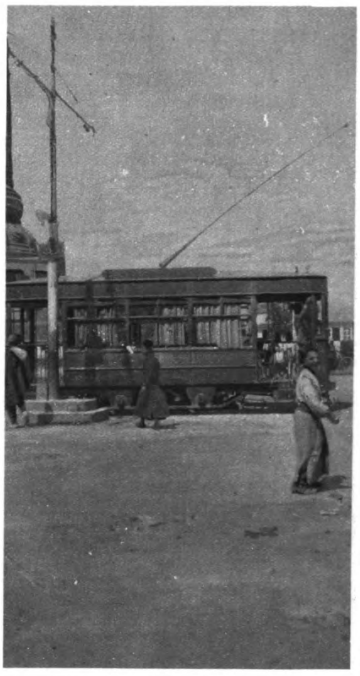
ONCE THE HOME OF THE "CAPTAIN OF THE HOST" WHO WASHED IN JORDAN: THE HOUSE OF NAAMAN.



MODERNITY IN ONE OF THE WORLD'S MOST ANCIENT CITIES: TELEGRAPHS IN DAMASCUS.



THE OLD AND THE NEW SIDE BY SIDE IN DAMASCUS: TRAM LINES OUTSIDE A MOSQUE—A STREET SCENE.



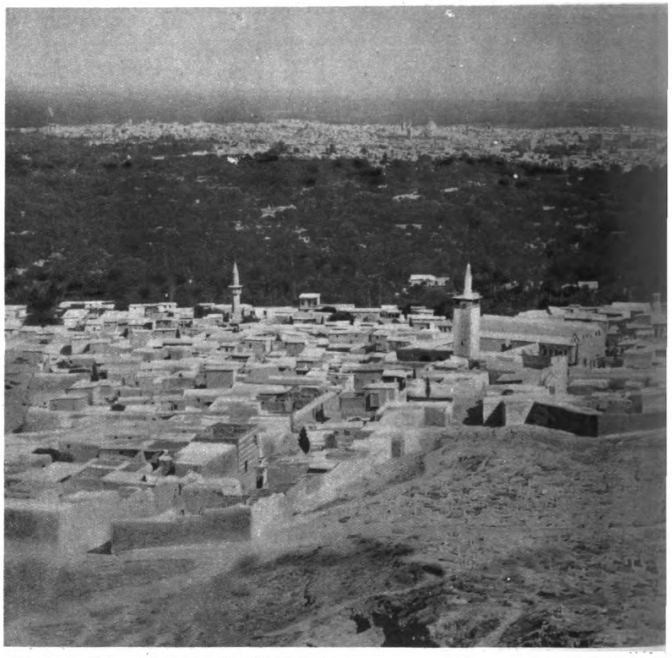
A RIVAL TO THE PACK-ANIMAL AND THE CARAVAN: A TRAM-CAR IN MODERN DAMASCUS.



OLD-FASHIONED METHODS OF STREET D



A PLACE OF SINISTER ASSOCIATIONS: THE HANGMAN'S TREE, DAMASCUS.



"A PEARL SET IN EMERALDS": A DISTANT VIEW OF

The War Office announced on October 2: "Troops of the Australian Mounted Division entered Damascus during the night of September 30. At 6 a.m. on October 1 the city was occupied by a British force and by a portion of the Arab Army of King Hussein. Over 7000 prisoners were taken. After the surrender, with the exception of necessary guards, all the Allied troops were withdrawn from the city, and for the time being the local authorities remain responsible for its administration." Damascus, which is mentioned in the Book of Genesis, is probably the oldest inhabited city in the world. Josephus says that it was founded by Uz, a great-grandson of Noah. Through centuries of change and conquest, Damascus has remained a great city

DAMASCUS, A CITY OF BEAUTY AND IMMEMORIAL ANTIQUITY.

Jerusalem, and by James, Partridge, and McLeish.



TRANSIT STILL IN USE: A DAMASCUS.



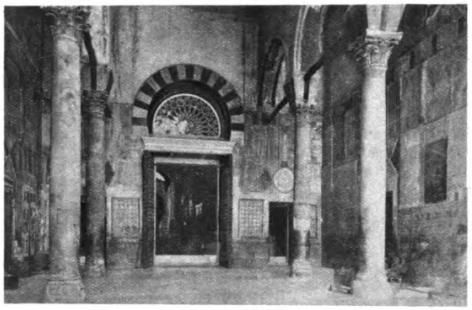
"DAMASCUS WAS THY MERCHANT": A TYPICAL SHOP IN THE CITY.



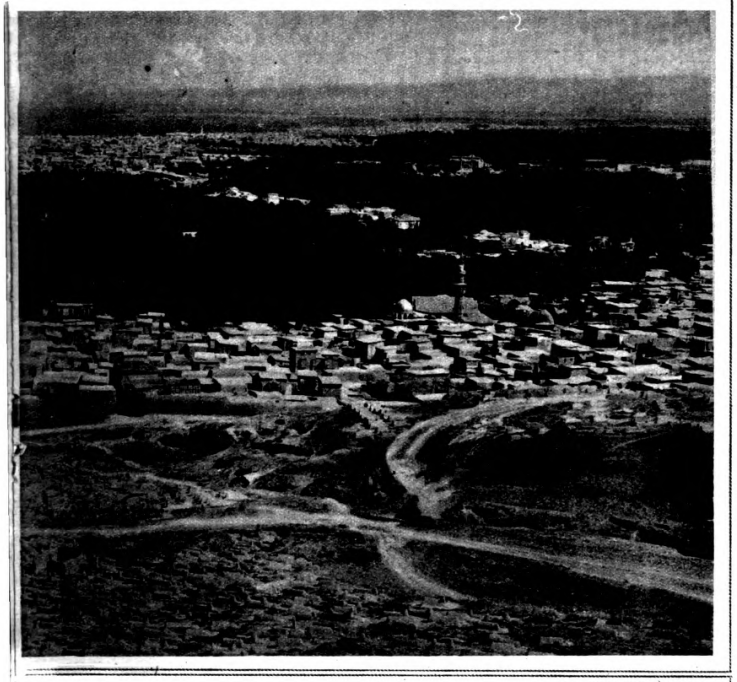
ONE OF THE HOLY PLACES OF DAMASCUS: THE MOSQUE OF THE MECCA PILGRIMS.



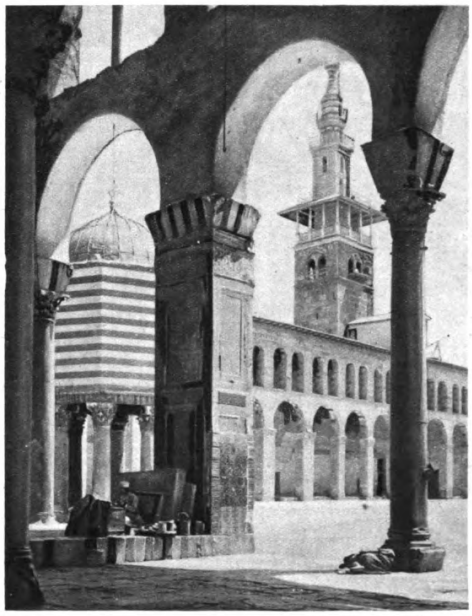
"THE ST. PETER'S OF ISLAM": THE INTERIOR OF THE GREAT MOSQUE OF THE OMMIADES AT DAMASCUS.



WHERE THE ORIGINAL MANUSCRIPT OF THE KORAN WAS TREASURED: THE GREAT MOSQUE—THE ENTRANCE.



DAMASCUS SURROUNDED BY ITS FAMOUS FRUIT GARDENS.



WHERE SALADIN IS BURIED: THE GREAT MOSQUE OF THE OMMIADES—A COURTYARD.

and a centre of trade, as in the days of Ezekiel, who wrote: "Damascus was thy merchant." The beauty of her position, enringed amid groves of fruit trees and rose gardens, has earned for her many picturesque titles in the vivid imagery of the East, such as "a pearl set in emeralds," "the necklace of beauty," and "the feather of the peacock of Paradise." Her verdure is due to those "rivers of Damascus" of which Naaman said: "Are not Abana and Pharpar better than all the waters of Israel?" The traditional site of Naaman's palace has for ages been the city's lazaretto. The great Mosque contains the tomb of Saladin.

THE GREAT ADVANCE ON THE WESTERN FRC

DRAWN BY A. FORESTIER FROM M



AT A POINT WHERE THE CHANNEL WAS DRY: BRITISH TROOPS CROSSING THE

The Canal du Nord presented a most formidable obstacle to our troops and was the scene of heroic exploits. Where it was full of water, as at Bellenglise, the men crossed by wading and swimming. At some places Tanks plunged into the bed of the canal and formed a bridge for other Tanks to cross upon. The above drawing illustrates the crossing at a point where there was no water. Our men are seen climbing the concrete walls of the opposite bank on scaling-ladders, placed usually in breaches made in the concrete by shell-fire. On leaving the ladders, the troops made their way on to the tow-path. Just beyond it were the old German positions, with

NT: THE CROSSING OF THE CANAL DU NORD.

RIAL Supplied by an Eye-Witness.



ANAL DU NORD AND MOUNTING THE OPPOSITE BANK WITH SCALING LADDERS.

Quarry Wood in the background. To the left of the wood, in the distance, were German batteries at work. A little further to the left was Bourlon Wood, with British shells bursting over it. The village of Bourlon lay to the left of the wood. The ground seen from the centre to the left of the drawing was defended by German machine-guns along a railway embankment. Beyond the tow-path British troops, with Lewis gunners among them, are shown advancing over the German trenches. The whole incident called for great skill on the part of our troops, and the demand was fully met.—[*Drawing Copyrighted in the United States and Canada.*]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY STEREOSCOPIC CO., RUSSELL AND SONS, ELLIOTT AND FRY, LAMBERT WESTON, LAFAYETTE, CROOKE, BASSANO, AND MAULL AND FOX.



CAPT. HUGH O'D. MACAN, East Surrey Regt. Only son of Mrs. Edith Macan, 3, Fassett Road, Kingston. Died of wounds.

LIEUT. PETER SYDENHAM DIXON, R. Sussex Regt. Second son of Mr. and Mrs. F. P. Dixon, of Wood View, Carlisle. Killed in action.

MAJOR C. D. BOOKER, Royal Air Force, late R.N.A.S. He had been awarded the D.S.C., and Croix de Guerre, with palm and star.

2ND LIEUT. ROBIN K. WATTS, Royal West Kent Regt. Has been reported as killed while on active service at the Front.

CAPT. T. NEWTON, M.C., Lancashire Fusiliers. Announced by the War Office as having died of wounds.

LIEUT. REGINALD EDWARD WOOD, The Buffs. Son of Mr. R. G. Wood, J.P., of Roquebrune, Julian Road, Folkestone. Died of wounds.

MAJOR F. J. GARY, M.C., Central Ontario Regt. Announced as having died of wounds received in action at the Front.

CAPT. ATHERTON HAROLD CHISENHALE-MARSH, Lancers. Only son of Mr. and Mrs. Chisenhale-Marsh, of Gaynes Park, Theydon Garnon, Essex.

MAJOR R. E. GORDON, M.C., Royal Field Artillery. The well-known Scottish International. Announced as having died of wounds. He was very popular in sporting and athletic circles.

MAJOR A. G. P. HEYWOOD, Manchester Regt. Youngest son of the late Sir Arthur Heywood, Bt., and Lady Heywood, of Dove Leys, Rocester, Staffordshire. Died of wounds.

LIEUTENANT DONALD COOPER, Gordon Highlanders. Killed in action. Son of Major and Mrs. Cooper, of Tarnash, Keith, N.B.

MAJOR JOHN LECKIE, M.C., M.G.C. Youngest son of Mr. and Mrs. John Leckie, of Brookfield, South Oswald Road, Edinburgh. Was awarded the Military Cross in June.

CAPT. LENOX PATON FIGGIS, M.C., West Kent Regt. (The Buffs). Elder son of Mr. T. Phillips Figgis, F.R.I.B.A., and of Mrs. Figgis, Campden Hill Square, W.

CAPT. C. W. EASTGATE SMITH, Manchester Regt. Only son of the late Mr. William Eastgate Smith, of Bournemouth, and of Mrs. Eastgate Smith, Porchester Terrace, W.

CAPT. GEOFFREY GRENSIDE BOWEN, M.C., Lancashire Fusiliers. Son of Mr. J. C. G. Bowen, of Bombay, and of Mrs. Bowen, Durmast Cottage, Burley, Hants.

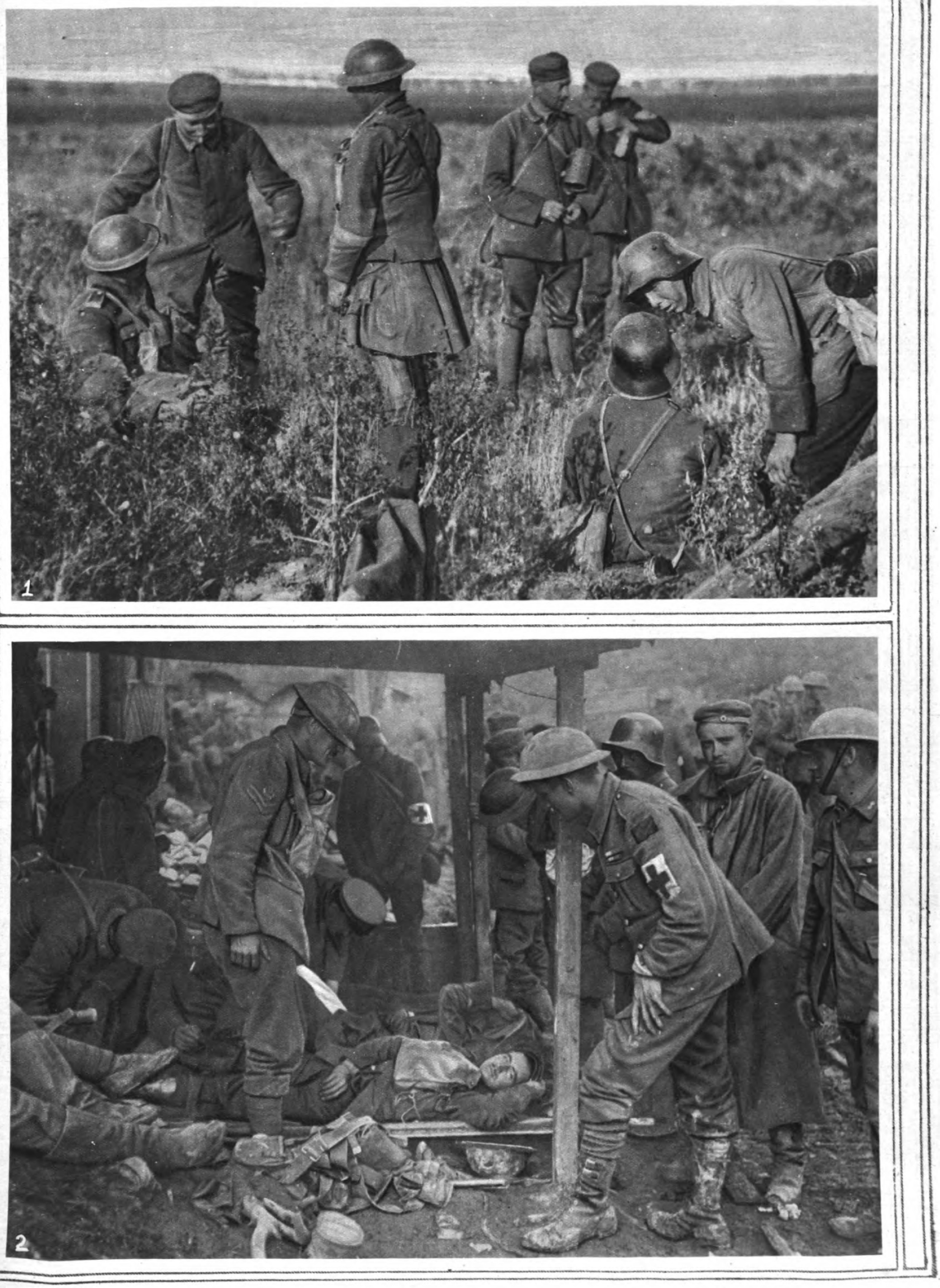
CAPT. GERALD W. LANCASTER, Monmouthshire Regt. Died of wounds. Only son of the late Mr. W. H. Lancaster, of Broomhill, Woodthorpe, and of Mrs. Lancaster, of Graylands, The Park, Nottingham.

2ND LIEUT. D. G. FISHER-BROWN, R.G.A. Second son of Mr. and Mrs. Fisher-Brown, of Barnes, Surrey. Died of wounds.

2ND LIEUT. ROBERT AMOR EDWARDS, West Yorkshire Regt. Son of Lieut. E. H. Edwards, R.A.M.C., and the late Mrs. S. Florence Edwards. Died of wounds.

THE GREAT BATTLE FOR CAMBRAI: GERMAN PRISONERS AND WOUNDED.

PHOTOGRAPHS—CANADIAN WAR RECORDS.



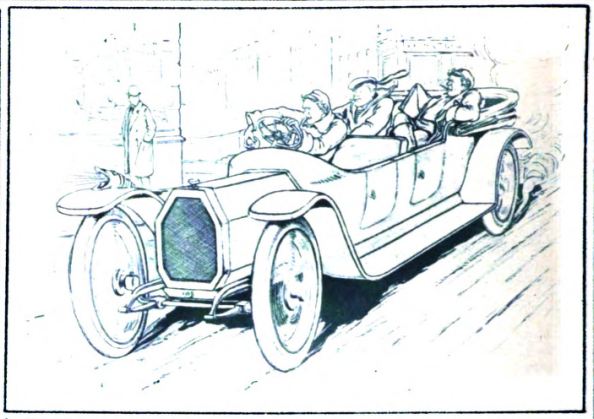
1. CHEERFUL PRISONERS: GERMANS WHO HAD JUST RUN OVER AND SURRENDERED, CHATTING TO MEN OF THE CANADIAN SCOTTISH IN THE FRONT LINE.
2. AT AN ADVANCED DRESSING-STATION IN THE FIELD: GERMAN AND CANADIAN WOUNDED BEING TENDED TOGETHER AT A CAPTURED GERMAN DUG-OUT.

In the battle for Cambrai the Canadians were opposed by eight German divisions (seven Prussian and one Saxon) and by September 30 they had taken some 6000 prisoners. Writing on the 28th, Mr. Philip Gibbs said: "Wherever I went to-day, through little woods and down sunken roads and through such smashed villages as Inchy and Mœuvres, I passed German prisoners straggling back in small parties, led by a small Canadian escort or unaccompanied. Through tall thistles and among shell-craters small processions of German stretcher-bearers walked slowly with their loads, followed by walking wounded with bandaged heads and bloody faces." It is evident from the faces of the prisoners seen in the upper photograph that they were by no means sorry to give themselves up. At the dressing-stations German wounded receive equal treatment with our own men.

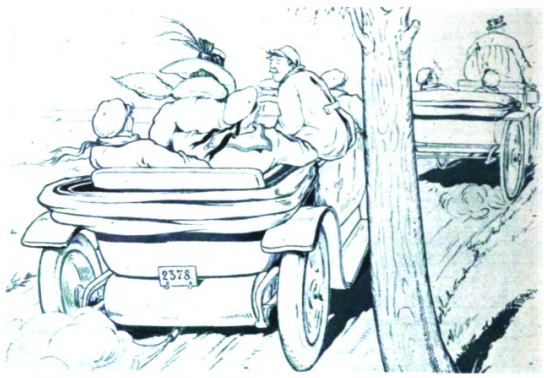
WHERE BEING BRITISH JUSTIFIES ARREST: THE TERROR IN PETROGRAD.



THE HEIGHT OF IRONY: A RUSSIAN GENERAL REDUCED TO SELLING NEWSPAPERS PATRONISED BY A RELEASED GERMAN N.C.O. PRISONER.



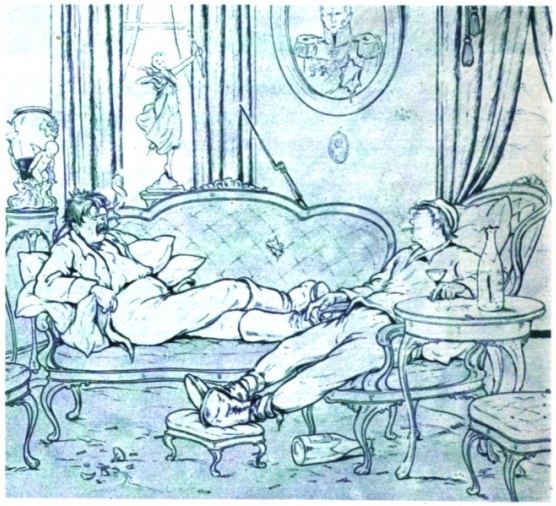
PETROGRAD'S RULERS OF TO-DAY: BOLSHEVIK LEADERS LUXURIOUSLY MOTORING TO THEIR GOVERNMENT OFFICE IN THE MORNING.



RECREATIONS OF THE RULING CLASS: BOLSHEVIKS AND THEIR WOMEN FRIENDS OFF TO "THE ISLANDS" IN A COMMANDEERED CAR.



WHERE THERE IS NO ST. DUNSTAN'S HOSTEL: A BLINDED RUSSIAN SOLDIER BECOME A BAREFOOT BEGGAR, ON THE FONTANKA BRIDGE.



RED GUARDS OFF DUTY: MAKING THEMSELVES COMFORTABLE IN THE HOUSE OF A *BOURGEOIS* IN PETROGRAD.

Since the attack on the British Embassy in Petrograd and the death of Captain Cromie, further details have reached this country of the terrible conditions prevailing there, and the persecution to which British, French, and American residents have been subjected. On October 2 was published a message from the "Daily Chronicle" correspondent, written from a prison cell in the Fortress of St. Peter and St. Paul, describing the outrageous treatment to which he and other British officials and journalists had been subjected. They were arrested after the assassination of Uritsky, the head of the Commission against the Counter-Revolution, and the subsequent affair at the British Embassy. An earlier despatch from the "Times" correspondent told how Uritski had said on one occasion to an Englishman in custody that it was "quite enough to justify arrest to be of British nationality." The photograph and the sketches drawn by the Russian artist "Pem," reproduced above, accompanied a recent article in "L'Illustration."



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NEW NOVELS.

"Bridget." If there are no surprises in Mrs. B. M. Croker's novels, there are certainly no disappointments. The interest of one of her stories is a "sure thing," as the Americans say. You may speculate, before you begin, whether the setting is to be India, or Ireland, or both; but you need have no qualms about not being provided with the class of entertainment a name known to a generation of library subscribers has led you to expect. "Bridget" (Hutchinson) is, of course, one of the Irish stories. It opens with three gallant officers seeing a pretty girl riding a thoroughbred, and it goes on to reveal the girl as their first brief encounter is not able to exhibit her—as unselfish as she is beautiful. Not that Mrs. Croker cannot provide other characters that are the foil to Bridget's golden nature. One of these is her gay and spendthrift father, on whose account the family lives in exile on the edge of a bog, while Captain de Burgh indulges his expensive tastes to the full in merry England. Bridget at a ball is a great success; Bridget at the unveiling of her stepmother's duplicity and her father's schemes is equally on the spot. It is not for us to say how fraud was unmasked, and how youth and beauty came into its own. It is enough to point out that Mrs. Croker is too practised a hand at the light novel to let trouble stay long in her heroine's life, or to allow rascality to escape unscathed from the last chapter. And what better ending can the romantic reader desire than the significant sight of rice and confetti on a Mayfair doorstep?



DURING THE GERMAN RETREAT ON THE WESTERN FRONT: SMASHED AND BURNT-OUT ENEMY AMMUNITION-LORRIES BY THE ROADSIDE.

Official Photograph.

"Joyce." "Joyce" (Hutchinson) is fresh and easy reading. English girls, with just this touch of waywardness and charm, are an open book to Curtis Yorke, who produces the little lady at a lively and self-opinionated thirteen, carries her through the early years of her girlhood with an amusing chronicle of her youthful experiences, and leaves her, where we have a right to trust she will be left, in her adoring husband's arms. This is baldly to indicate the motive of a tale that does not allow true love to run so smoothly that its pace becomes a jog-trot. No, indeed. Much water flows under bridges before Joyce achieves marriage with the man of her heart, and not a few tears are carried down the stream. It is, as everyone knows, a dangerous thing to meddle with other people's manuscript, and Joyce took risks when she tried to plan Maurice's novel, and very nearly wrecked her own happiness as well as his. In real life, and in the publishing world, things do not, perhaps, happen altogether as they are set out here; but, if the country of Curtis Yorke's invention is more fanciful than actual, it is at least a pleasant place in which to spend a quiet evening.

"Abington Abbey." "Abington Abbey" (Stanley Paul) is gossip, much gossip about country neighbours, and should suit those people with tender consciences who wish to enjoy an orgy of personalities without running the risk of being scandalmongers. The fortunes of Mr. Archibald Marshall's imaginary circle can be followed, discussed, and commented upon, and nobody be a penny the worse. It is all rather small beer. The family endearments of the Graftons are too much in evidence, apparently owing to the author's anxiety to stress the affection that united them. The country is Meadshire, and when we are told that the Clintons live on the other side of it, we cannot help regretting that the atmosphere of the Abington Abbey area seems to be so much less bracing than the neighbourhood of Exton Manor. Mr. Marshall writes with his usual Trollopian ease and intimacy, and pillories a country vicar with such determination that he fails to allow him a single redeeming feature. Mr. Salisbury Mercer's aggressive snobbery and jealousy become monotonous. It will be seen that "Abington Abbey" is not Mr. Marshall at his best. It is a light novel, only moderately interesting.

We much regret that, by the error of a photographer, we inserted in our "Roll of Honour" page, on Sept. 21, the photograph of Lieut. A. C. Loveday, Australian Infantry, as having died of wounds. We are glad to say that he is alive and well, and is now a Captain in a Queensland battalion. Another officer of the same name has died of wounds, hence the error.



NEW ZEALANDERS IN ACTION: A CANTERBURY BATTALION WORKING THEIR WAY UP.—[*New Zealand Official Photograph.*]

THEY HAVE THE ENTRÉE



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Courtland and Jefferies. I've got the sweetest girl in Maryland ("Tabs") *Donaldson.*
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12-inch double-sided records. 5/6
Louise Leigh. The Lonely Princess.—*Barratt.*
Louise Leigh and Eric Courtland. The Kiss Waltz. *Romberg.*
C. 866.
Eric Courtland and Joseph Reed. Mother. *Romberg.*
De Groot and the Piccadilly Orchestra. Es reisant vos lettres. (Valse lente.) Masson-Kiek.
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C. 867.—Selections I and II

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Davy Burnaby. Gnee-Ah! *Philip Braham.*
Davy Burnaby and Louise Leigh. Any little thing.—*Ivor Novello.*
B. 966
Louise Leigh. The twinkle in her eye (with chorus). *Philip Braham.*
The Apache Rag (with chorus) *Philip Braham.*
B. 967.
Louise Leigh, Eric Courtland, and Walter Jefferies. Let's all go raving mad. *Philip Braham.*
Louise Leigh. Peter Pan (with chorus) *Joel & Coward.*
THE MAYFAIR ORCHESTRA.
12-inch double-sided record. 5/6
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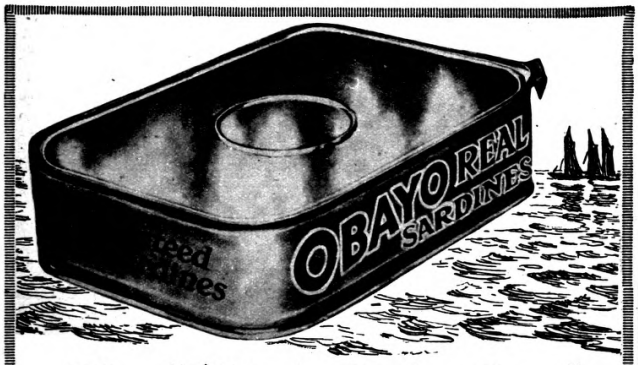
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DR. MUEHLON'S DIARY.

IT is not to be denied that throughout the war the Germans have shown decided courage of a physical kind (though now surrendering in droves, companies, and battalions), but they and their leaders have been singularly lacking in the higher moral quality of the virtue—namely, the courage which can recognise and speak the truth, "uncarving consequences," in Burnsian phrase. Napoleon was once characterised as the "greatest leader and greatest liar of his time"; but in the latter respect he could not hold a candle to Ludendorff, whose bulletins and communiqués are, as a rule, the most monstrous and misleading perversions of military truth ever penned.

It is just the same with the statesmen, diplomatists, publicists, and journalists of Germany, of whom not more than half-a-dozen—including the Polish-Jew editor of the *Zukunft*—could be named who seem to have the courage of their convictions. One of them is another Pole (though not of the Semitic variety), Prince Lichnowsky, whose account of his mission to London is a perfect monument, or masterpiece, of courage; while quite on the same level of honesty and candour is Dr. Muehlon, an ex-director of Krupp's, who, in three separate publications, has thrown a flood of fresh light—which must be very distressing to the Kaiser and the rest of his countrymen—on the causes of the war.



THE CAMBRAI FIGHTING: CANADIAN SCOTTISH MOVING UP INTO THE FIGHT.—[*Canadian War Record.*]

One of those documents was a letter addressed in May 1917 to the then Imperial Chancellor, Bethmann-Hollweg, in which Dr. Muehlon (the recipient of a comfortable £10,000 a year from the "Cannon-King" of Essen) washed his hands of all complicity with the doings and schemings of the war-gang; the second was a memorandum, on Lichnowsky lines, as to the immediate origin of the war; while the third is the "Diary" which he kept for the first few months of the war, and which (translated by an undeclared English hand) has now been published by Cassell.

The first two of these "human documents" could only have been written by Dr. Muehlon himself, with his special knowledge of events derived through his confidential relations with Krupp and other high official personages; while the "Diary" might have been penned by almost anybody of prominent position, possessing a fairly good inside acquaintance with affairs and with the leaders thereof. It is more a critical commentary on undercurrents than a fresh contribution to our comprehension of *les origines de la guerre*. His informants are mainly anonymous this time—like "a gentleman just returned from Liège," a "correspondent in one of the papers," as well as "letters from the front," one of which "brings me the astounding piece of news that the German Emperor himself, in an harangue to a party of officers, declared in effect that he has now prisoners enough, and hopes the officers will see that no more are taken. The news is quite reliable." "So long as Moltke (the younger) was there (at the front) the Kaiser really took the lead. Therefore his resignation amounts to a fiasco of the Kaiser's." This fiasco took the form of the first German débâcle on the Marne, about which, however, our militant diarist has nothing whatever to tell us. Possibly this was because the German Press—as his principal source of information—had been forbidden to enlighten its readers on the subject, though Dr. Muehlon appears to have had special sources of supply with regard to the naval position of the war, as witness this extraordinary entry in his journal under date Aug. 16, 1914: "As to England, the whole situation is very extraordinary. The German Fleet has hunted for the English Fleet all the way up to Scotland in vain—it is nowhere to be found. Our Baltic Fleet has now come back again, as it would not do to have its base of operations at too great a distance from home. Our submarine flotilla actually sailed right round Scotland, with the loss of only one submarine (*U* 15). It is supposed that England desires to avoid a battle so as not to weaken her command of the sea; and also, perhaps, because large classes in England do not like the war. England will, no doubt, take care that France alone shall 'bleed.'" On the other hand, Dr. Muehlon indulges in abuse of the German Press, the German Government, and even of the German people, in a spirit which could not be surpassed by our own bitterest commentators—a spirit which the Doctor himself is now all the more free to indulge from the Switzerland in which, like Lichnowsky, he was prudent enough to find an asylum.

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THE PLAYHOUSES.

"THE FEMALE HUN," AT THE LYCEUM.

THRILLS abound in Mr. Melville's new stage story of "The Female Hun"; and since thrills are the *raison d'être* of Melville drama, the Lyceum is full, and its audiences are happy. No one is likely to object that British Generals are scarcely in the habit of conducting operations at their front from their own drawing-rooms, even in collaboration with the War Secretary; for does not this unconventional management of war permit the General's Hun-wife to play the spy, learn of a great British attack in prospect, and be discovered eavesdropping, so that, despite his love for her, her husband shoots her dead on the spot.

That is one stirring situation; its only disadvantage being that it removes from the scene the all-too-fascinating titular character. Still, there are other effects to make amends, such as German prison-camp episodes, the abduction of the heroine to a U-boat, her rescue by hero in the control-chamber, and the capture of the submarine officers. And there is strenuous, thorough-going acting to match the play's strenuousness. If Miss Gladys Mason outshines her companions in the picturesque rôle of the Female Hun, still Miss Annie Saker works hard over the heroine's scenes of pathos, and Mr. Leslie Carter wins all hearts as a wounded British soldier in internment, and Mr. Sam Livesey makes the General's ordeal genuinely impressive. As for the comic relief and the comic acting, they are duly broad and popular.

SHAKESPEARE AT THE "OLD VIC."

The censors of our stage who have complained that we have forgotten Shakespeare in London during the war left out of their reckoning the "Old Vic." There, on the Surrey side of the Thames, Miss Bayliss has kept his banner flying with not too much recognition from the Press; and once more this autumn she is offering a programme of Shakespeare at cheap prices, which West End, no less than South London, playgoers can enjoy merely by crossing Waterloo Bridge. Her initial choice has fallen on "The Merchant of Venice"; and the production had the advantage, on its first night, of an extremely intelligent and powerful rendering of Shylock's great scenes at the hands of Mr. Russell Thorndike, who has since been adequately replaced by Mr. Ernest Milton. An energetic cast succeeds in getting the story across the footlights—thanks to its being free from the handicap of excessive scenery; and we obtain at the "Vic" much more of the text than is provided in most stage-versions.

CHESS.

To Correspondents.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

Correct Solutions of Problem No. 3791 received from C W Moore (Amherst, Nova Scotia), F G Lambert, and J Green; of No. 3794 from Mark Dawson (Horsforth), E J Gibbs, L Chomé (Bexhill-on-Sea), J C Gemmell (Campbeltown), H Grasett Baldwin (Farnham), A W Hamilton-Gell (Exeter), G D Frankland (Atherton), T A Truscott (Forest Gate), N J Cribb (B.E.F., France), John Isaacson (Liverpool), C C Havilland (Frimley Green) M Norton, and F Walker.

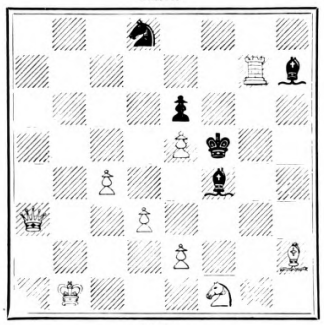
Correct Solutions of Problem No. 3795 received from H Grasett Baldwin, G Stillingfleet Johnson (Seaford), A W Hamilton-Gell, J Fowler, J S Forbes (Brighton), A H H (Bath), J S Suart, and F G King (Surbiton).

Solution of Problem No 3794. By A. M Sparke.

WHITE	BLACK
1 Q to B 3rd	Any move
2 Q, R, or P mates	

PROBLEM No 3796.—By F. W. Andrew.

BLACK



WHITE

White to play, and mate in two moves.

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CHESS BY CORRESPONDENCE.

Game played in the Handicap Tournament of the British Correspondence Chess Association, between Messrs. E. Goethals and W. H. Jones.

(*Petroff Defence.*)

WHITE (Mr. G.)	BLACK (Mr. J.)	WHITE (Mr. G.)	BLACK (Mr. J.)
1. P to K 4th	P to K 4th	11.	P to Q 4th
2. Kt to K B 3rd	Kt to K B 3rd	12. Castles	P to Q R 3rd
3. P to B 3rd	Kt to Q B 3rd	13. B to Kt 5th	B to K 2nd
4. Q to R 4th	P to Q 3rd	14. Q to K 5th	Castles
5. P to Q 4th	Kt takes K P	15. R to K sq	R to K sq
6. B to Q Kt 5th	B to Q 2nd	16. Q Kt to Q 2nd	Q to Q 2nd
7. Q to Kt 3rd		17. P to K R 3rd	B to Q 3rd

There is no time for moves like this in an opening which depends for its success on the continuous pressure of attack. The only result now is a lost Pawn without the slightest compensation for it.

7.	P takes P	18. Q to Q 4th	Kt to K 5th
8. Q to Q 5th	Kt to K B 3rd	19. B to R 4th	R to K 3rd
9. Q to B 4th	P takes P	20. Kt to B sq	R to Kt 3rd
10. Q takes P		21. B to Kt 3rd	B to Q B 4th

Here are four moves of the Queen in succession, and what is White the better for them? The conspicuous fault of White's play is the want of definite aim and combination.

		22. Q to K 5th	Kt takes K B P
		23. B takes Kt	Q takes R P
		24. Q to R 2nd	Q takes Kt

Black has made excellent use of his opportunities all through.

		25. B takes B	P to Q 5th

White resigns.

The 66th Winter Season of the City of London opens on the 26th inst., when entries are invited for the following Tournaments: The Gastineau, Mocatta, Russell, and Barrett Cups, and in the event of the entries being sufficiently numerous, the tournaments may be played in sections. There will be several prizes in each tournament, and intending competitors should send their names to the Hon. Secretary of the Club.

According to the French journal *L'Auto*, it has been found possible to use charcoal as a motor fuel. A gas-generating plant, which seems to be a small edition of the familiar producer-gas plant, is carried on the running-board of the car, and weighs about 170 lb. The consumption of charcoal is about 40 lb. for 62 miles running, and 3¼ gallons of water are required for the same distance. The speed attained is about 30 per cent. less than with petrol, and after a long stoppage a quarter-of-an-hour's operation of a blower is necessary to get the producer working. It sounds interesting, but not particularly attractive. But, when all is said, in such a matter as this utility is the one essential.

In giving the portrait of Captain Norman Muller, West Yorkshire Regiment, in our issue of Oct. 5, he should have been described as the son, not the nephew, of Colonel and Mrs. G. H. Muller, of Bradford.

The before-breakfast Shave means added comfort



YOU wouldn't think of going out to dinner with an unshaven face, would you? The very idea offends your sense of the correctness of things.

And if you saw a man with a 24-hours' growth of beard on his face dining in the same room you would instinctively vote him careless in regard to his personal appearance.

After all it is very much a matter of habit, isn't it?

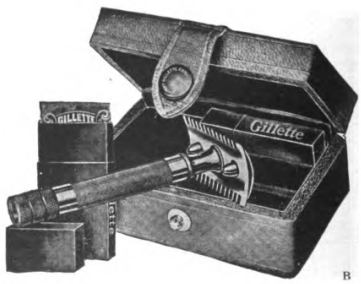
Doesn't sober reasoning tell you that it is just as important to go down to breakfast with a clean, shaven face as it is to dinner?

If you enjoy your dinner better because of the feeling of cleanliness that comes to you after shaving, doesn't it follow that you will relish your breakfast better *after* you have shaved?

And if there is one time more suitable than another for shaving, surely it is before you dress in the morning.

It is after the night's sleep that the growth of beard is so noticeable, that the demand for all-round attention to your personal appearance is most insistent.

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B

A MINOR TRAGEDY

By ESTELLE.

"DON'T desert me, Clara," I begged, as my friend rose to go; "that odious Mrs. Hammerton is coming, and I don't feel equal to tackling her alone."

"Sorry," replied she, "but I 've got a committee meeting. Just tell me that recipe of yours for a shampoo once again—sallax, smallax, what's the name of the stuff?"

"Stallax," I replied. "It 's best to rub a little olive-oil into your scalp before washing your hair. You needn't rinse it afterwards—isn't that a joy? It 's just the thing to keep that fair hair of yours the same colour, and to make it look 'like a poet's dream.'"

"That settles it; if you get romantic, I won't stop a minute. Bye-bye, Mabel—thanks, awfully." With that she left me.

I was not pleased to hear Mrs. Hammerton ushered in. I am not fond of Mrs. Hammerton, who has "risen" in life, and proclaims it by an atrociously patronising manner. Moreover, it always distresses me (I am not a nice person) to see a person with a coarse, wrinkled skin, and neglected, faded hair, wearing ultra-fashionable clothes.

"Ha-ow do you do? Dreadful weathah we are having, are we not?" she drawled out as I poured out tea. "Ha-owevah do you keep so wol-looking. Of course, *you 've* nothing to do."

I am just recovering from a breakdown caused by two years in an aeroplane factory, I felt my temper rising. The conversation dragged on; then I bethought me of my knitting. I went upstairs to fetch it, and was some time in finding it.

When I returned to the drawing-room I heard a strange sound, like sobbing, and to my utter amazement I found Mrs. Hammerton in *tears*. It was so unexpected, so utterly unlike, that I could only stammer out—

"Don't—oh, please don't; isn't there anything I can do—oh, what is the matter?"

She calmed down soon, and blurted out in a manner which was quite unlike her former patronising way—

"I c-can't help it. I must tell someone—it 's just this. When I married John I was a good-l oking girl, though you wouldn't think it now; but we 've been through some hard times together, and my looks went years ago. John 's just as kind to me, and now we 've got money he gives me all the pretty things I used to hanker after when I was young. But I look a silly, ugly, old fool in them—I won't go to a beauty-doctor and be giggled over. I can't tell John—he wouldn't understand."

I soothed her, and I said—

"Dear Mrs. Hammerton, you mustn't worry, you really mustn't. If you 'll let me be hatefully rude and interfering, I think I can tell you a few ordinary home rec pes which will make all the difference to your looks. You 've obviously been pretty, but you 've lost the freshness and smoothness of your skin, and the thickness and brightness of your hair, two things without which Venus herself would be very plain. You suffer from enlarged pores, too, which cause blackheads. If you went to an American beauty spec alist you would probably be 'skinned,' a painful process which would remove the outer, soiled skin, and leave the new, clear complexion underneath exposed. The principle of 'skinning' is sound, but there are three objections—the pain and unsightliness of the process, the expense, and the fact that the treatment necessitates one laying up for several weeks. The only safe way to adopt this principle without its unpleasantness is to obtain some mercolised wax from the chemist's and smear it lightly over the face and neck, washing it off in the morning with warm water. The curious property of this wax is that it absorbs the soiled particles of the outer skin painlessly and invisibly, leaving the new skin underneath free to breathe. It can be used as often as required, and the cost is trivial. Blackheads are always disfiguring, so, having cured the ones you have, you must prevent others from forming. Blackheads are caused by enlarged pores, and generally form round the mouth and nose, where the pores are always more open. Enlarged pores also cause undue 'shininess' by excessive oily secretion, and they make the skin look coarse. For this purpose stymol is recommended. Dissolve a tablet in water; it will make a lovely effervescent lotion which will loosen any existing blackheads and prevent others from forming by gently closing the enlarged pores. Of course, it also makes a wonderful improvement in the texture of your skin.

"Now you need a lotion to protect your complexion and to give it a lovely 'finish.' Powder is absurdly expensive; the cheaper kinds contain many harmful things. If you obtain some cleminite and mix it with water, and apply a little with the finger-tips, your skin will keep the delicious 'peach-like' look for hours. If you feel tempted to rouge—my advice is Don't—powdered colliandum looks absolutely natural, and doesn't hurt your skin a bit.

"Do I know anything to bring back the colour to your hair? Let me see—I think the best thing would be to get 3 oz. of bay-rum and mix it with 2 oz. of tammalite. Apply it with a clean tooth-brush. It 's a marvellous tonic, and your hair will gradually regain its natural colour, besides growing thicker and stronger. Yes, I always shampoo with stallax."

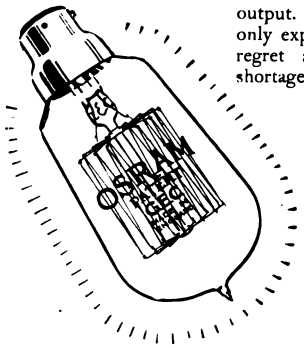
Mrs. Hammerton listened with almost painful intentness, and at last she said—

"I 'll try every one of your notions, Mrs. Summers, and I can't thank you enough. If I ever look a quarter as pretty as you, I 'll think myself lucky."

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LADIES' NEWS.

PEERESSES in their own right are not to have votes, although Peeresses by marriage with Peers are allowed this privilege! There are twenty-two such Peeresses as may not vote, including Viscountess Rhondda. One is a minor, and none of these may sit in the House of Lords. Lady Rhondda, who has proved her ability to sit on boards of business men, is credited with a determination to claim her position in the Upper House. Should she succeed it would be a precedent, for up to now Peeresses could only be represented by their husbands as proxy, if they so desired. Some of the younger and more enterprising of the Peers doubtless would be glad of the chance of the breeziness of a feminine invasion of the Chamber. If history is right, it has seldom wanted for feminine influence, of that fascinating character known as pulling wires. Some of our ablest Peeresses, such as the Duchess of Marlborough, Lady Brassey, Lady Cowdray, Lady Burnham, Lady Glanusk, Lady Glenconner, etc., have votes; it would therefore seem unfair that the Peeresses in their own right should have no say at all in the country's concerns. So many and such great changes have come quietly about that this one may quite easily slip in too. Very few of the Peeresses, and certainly not the highest one, the Princess Royal, Duchess of Fife, will give any support to a crusade for their rights to seats.



COMFORT AND CHARM: A VELVET AND ERMINE COAT.

Good taste and seasonable comfort are the notes of this warm and pretty coat. It is of black chiffon velvet, and trimmed with real ermine and lined with white silk. The bonnet matches the coat, and is made with full lining and strings of white Georgette. It is made by Messrs Marshall and Snelgrove, Vere Street, W., in sizes 18, 20, and 22, and the price of the coat is 5½ guineas, and of the bonnet, 46s 9d.

There is no fear of this autumn ushering in a winter of our discontent, for news from all fronts encourages us and lifts our hearts, despite the threatened coal and light shortage. As to us women, I verily believe the dress campaign is more attractive than it ever was. To this conclusion I was brought by a visit to the salons of Marshall and Snelgrove. Always up to date, with old reputation for giving the very best of value, it is an establishment with traditions and enterprise—two things that do not always go together. Looking at the beautifully varied millinery, it struck me that small hats will be in chief favour, and that, put on at a piquant angle and well over the hair, they are particularly smart and not a little becoming. There is every sign of democracy in head-gear, and the decisions between brimless and wide-brimmed, high-crowned and low, are best left to the experts who preside and who know far better what suits a woman than she does herself. There are varied styles in dresses also, and on the whole they are of great beauty. If there is a shortage of certain materials, as we are told, the hiatus is so cleverly bridged at Marshall's—as the firm is familiarly known—that we do not observe it. Those for autumn wear are rich, soft, and beautiful, alike in colour and in texture. A visit to Marshall's is a real pleasure: few places have such a dignity, combined with such a smartness and go. Good quality, with which the absence of German and Austrian cheap substitutes has made us once more in love, is always a feature at this house.

Coats for all times they ought to be called—those knitted and woven garments that all of us women are so dependent upon. This winter they will be better beloved than ever, for in our insufficiently heated houses these coats will be our cosy and becoming refuge from cold. Debenham and Freebody's give one a liberal education in them. They are of all sorts and sizes, from useful little "Shetties" to beautiful examples in thick silk, and to those of crêpe-de-Chine or of georgette, sometimes brocaded and trimmed with fur. These are ideal for afternoon tea, followed by a game of bridge, or for a little dinner preceding a similar pastime, or the play. A great advantage about Debenham's is that they have always a very large number of these coats and jumpers, and that they recognise the existence—even during rationing—of plump figures and of large-framed members of our sex. The same is true of their beautiful rest and outdoor costumes, and of their comfortable and handsome outdoor coats; some fur-trimmed; others, just as smart in their way, plain or with touches of a reverse side showing a check or some design. Now that the autumn dress campaign is fully unfolded, there is a pleasant assemblage every afternoon at the big house in Wigmore Street.

Whatever is wanted in the way of equipment—naval, military, aviatory, or civilian—the

[Continued overleaf.



IN THE FASHION OF TO-DAY: A WOOLLEN STOCKINGETTE DRESS.

The fashion for dresses in stockingette is seasonable and spreading. The one illustrated is made in an exclusive style by Messrs. Debenham and Freebody, Ltd., of Wigmore Street, W., in the new autumn shades. It is stitched with wool and trimmed with fur at the neck and cuffs. Stockingette is a favourite material for coats and skirts, coats and coat-frocks.



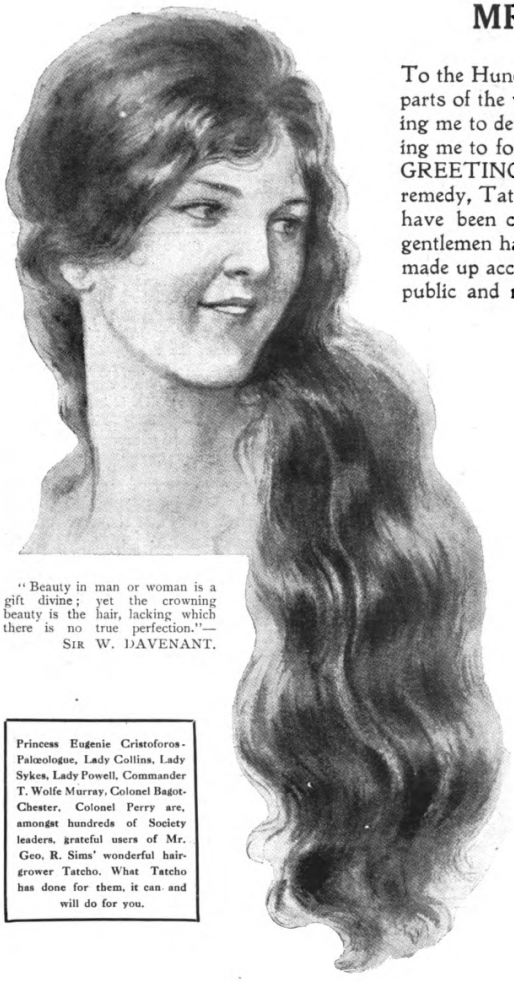
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"Beauty in man or woman is a gift divine; yet the crowning beauty is the hair, lacking which there is no true perfection."—
SIR W. DAVENANT.

Princess Eugenie Cristoforos-Paleologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

MR. GEORGE R. SIMS' MANIFESTO

(Reprinted from the "REFEREE.")

To the Hundred Thousand Ladies and Gentlemen who have written me from all parts of the world (sometimes enclosing stamps for reply, and sometimes expecting me to defray the return postage to the uttermost corners of the earth), requesting me to forward them immediately my recipe for arresting the Fall of the Hair, GREETING: Know all of you, in consequence of the immense demand for my remedy, Tatcho, and the flooding of the market with Non-Genuine Preparations, I have been compelled to place the matter in the hands of a Syndicate. These gentlemen have agreed to supply the whole world with the Preparation absolutely made up according to my directions. It was the only way for me to protect the public and myself.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S. London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states:—

"I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged, I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."



"WAKE UP, TATCHO!"

Tatcho is now a recognised necessity in every well-ordered nursery. You know how children revel in having done for them what father and mother themselves do, how happy it makes them, how much enjoyment it brings into their little lives. A nightly friction with Tatcho before he is ready for "bye-bye" not only pleases every child, but lays the foundation for a vigorous growth of hair, which means everything to its personal appearance in after-life.



Mr. Geo. R. Sims, discoverer of the world-famed Hair-Grower.

What every Woman knows.

Every woman knows that to be described as "pretty" is one thing; to be regarded as beautiful is quite another thing. The beauty that men admire is generally associated in their minds with luxurious hair. A face that is merely pretty becomes beautiful when crowned with a fine head of hair. Healthy, glossy and abundant hair is, indeed, of paramount importance to a woman. Then why not have it? Give Tatcho a trial.

Tatcho is the proved Remedy for the hair. It restores health and vigour and crowns the user's head with an abundant growth. It was introduced to the public by Mr. Geo. R. Sims, the famous author, dramatist and philanthropist, and its merits have been recognised and gratefully acknowledged in every part of the world. Is your hair getting thin? Is it lacking in life and lustre? Is it fast falling out? Then try Tatcho, and prove for yourself that it will do for you what it has done for many thousands who were suffering in the same way. Tatcho is a clear, spirituous preparation, the colour of whisky, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

TATCHO
the HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.

The TATCHO Hair Health Brush FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, have set aside for trial purposes, 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes the latest scientific achievement in hair-brush construction. The cost of this unique brush is 5/6, but one will be sent free when six bottles are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:

"I guarantee that this preparation is made according to the formula recommended by me."

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London

Chemists and Stores everywhere. **1/3** *and* **4/6**

Continued.

place to be "put wise," to use an Americanism, is Gamage's great house in Holborn. Hundreds of our sex are there day after day finding out the very best kind of warmth-ensuring clothes to send to their menkind, watching, flying, fighting—all such cold, wet, and grim businesses that when we think of them we are duly thankful for the comforts of home so really little curtailed. Service trench-coats are being purchased in scores by the men home on leave, and going out to what they know so well they have to face. These cost five guineas, and adaptable fleece linings for them 39s. 6d. and 45s.; as they are in all sizes at this big service store, the demand is very great. The Flanders waistcoat, in tan leather, warmly lined, with long sleeves, for two guineas, is another favourite garment with our men. Young folk look on Gamage's as the modern Genius of the Lamp. Whatever they want, whether school outfits, sports clothes, games, mechanical parts or wholes, girls' games, bicycles, lamps, watches—in fact, the thousand-and-one things boys and girls do yearn for—they don't even have to rub the lamp, they just go to Gamage's. The fact that the best value is guaranteed enables parents to encourage their youngsters to follow their own lead, and, whatever they require, get it at Gamage's.

A curious request was made by a sailor man going away, he believed, very far and for very long. It was for the cover picture of Harrod's Autumn Book. It would, he said, be framed in his cabin, and remind him what a smart Englishwoman would look like this autumn. As it is a charming picture, and bears a distinct resemblance to the said sailor's wife, she not only let him have it, but bought it a frame!



MOTOR-DRIVING FOR THE R.A.F.: MRS. GORDON COLMAN

Mrs. Gordon Colman is the youngest daughter of the late Mr. John Barnard Hanbury, J.P., of Fetcham Park, Surrey. *Photograph by Bertram Park.*

Specials are everywhere these days. Not the useful constable only; our interest is more in Special Autumn Shows. I very cordially commend to my readers that at Waring and Gillow's great house in Oxford Street, of "Sundour" fabrics. They are the last word in economy and beauty for casement curtains, and in heavier quality for furniture covers. Explanation of the agreeably easy prices asked for them is that this far-seeing firm bought a very large quantity eighteen months ago, and their clients are now reaping the benefit, although the price has gone up to double. Colours are absolutely guaranteed against fading by exposure to sunlight or in washing. Pink, rose, and cream shades, although of the best ordinary dyes, cannot be so unquestionably guaranteed, but are offered proportionately cheaply. At prices from 1s. 11½d. to 7s. 11d. a yard, these fabrics are the joy of the house-proud, and a most excellent investment. A visit to this gigantic establishment is always a pleasure, for in each of its departments the variety of choice is as satisfactory as the splendid quality of the things shown. A. E. L.

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A client writes :—"I find I simply cannot do without your Preparations. I have tried everything in the world, and find nothing that can compare with yours."

The **Ganesh Diable Tonic** is the best known Preparation for clearing, cleaning, and whitening the skin—it closes the pores and is an excellent wash for tired eyes. Prices : **5/6, 7/6, 10/6, 21/6** and **57/6** per bottle.

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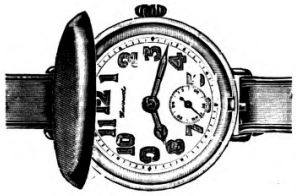
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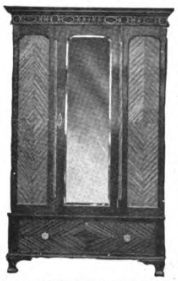
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Well made Suite, in rich quartered mahogany with carved moulded ends. 4 ft. Wardrobe, with hanging robe and one deep drawer.
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HIGH STREET CLAPHAM SW.4

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C. Brandauer & Co.'s Ltd.

CIRCULAR POINTED PENS.

SEVEN PRIZE MEDALS

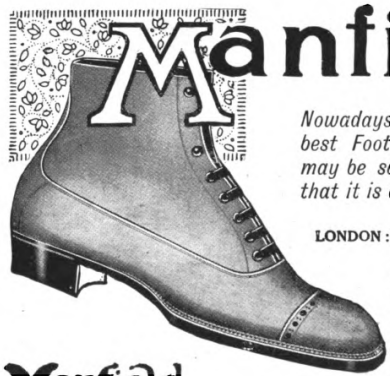


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THE CHRONICLE OF THE CAR.

The British v. the German Magneto.

It is a matter of common knowledge among motorists that before the war Germany had a virtual monopoly of the magneto trade in Europe. How and why she acquired that monopoly is a story which is not particularly flattering to British enterprise, so that it need not be told now. It is enough to say that we might have had it for ourselves if the people who were then concerned had possessed average foresight and business acumen. Be that as it may, one thing is certain, which is that the outbreak of war found the key industry of magneto manufacture in the hands of the enemy, and we were put to all sorts of shifts to obtain ignition apparatus for our motor transport vehicles and our aircraft engines while we were organising our factories to produce for ourselves. Not only were the difficulties to be surmounted merely of a manufacturing character. Many technical problems had to be grappled with, since we had to endeavour to begin where the German had left off, and it was consequently a matter of time and much research to get production on an efficient basis. Naturally enough, the first of the British war magnetos were frankly poor in quality and inefficient in working, though the wonder is, not that they fell so far below the German standard as that they approximated so nearly to it.

All that, however, is a story of the past, and to-day we are able to make all the apparatus required for the needs of war, and to make it not only up to the best of the enemy's standard, but well in advance of it. Whether the present-day British magneto is regarded as a manufactured product or as an efficient machine for the generation and proper distribution of the ignition current, we are able to claim that it is well in advance of the best that Bosch has produced or can produce. So far has the art of magneto manufacture progressed that it is certain that we can, with existing knowledge and facilities, supply the whole of our post-war requirements and leave a substantial margin for overseas markets, if we do not fail in the necessary preparation for the *post-bellum* commercial war. Recently I have had the opportunity of visiting all the important factories in which this essential industry is being conducted, and I have been more than struck by the wonderful development which has taken place. To go through a works like that of the B.L.I.C. Company—a branch of the great Vickers concern—and study the thousand-and-one processes which go to the production of the finished magneto, is to come away convinced that the days of the haphazard, rule-of-thumb methods which were one time characteristic of British production have gone for ever, and have been succeeded by an era of scientific adaptation of means to an end—that end being to translate the findings of the laboratory into terms of commercial efficiency. I am not going to attempt any description of the methods and processes by which it is attained. For one thing, it would require much more space than I have at disposal; and, for another, I might inadvertently say something that would be better unsaid. Sufficient it is, therefore, to say that nowhere in the factories of the world have I seen better methods, more painstaking and conscientious effort, backed by the last word in scientific knowledge, than here. One comes away with the conviction that, if our commercial enterprise is of the same standard, then we have the world at our feet at least so far as this one branch of the electrical industry is concerned. And there seems no reason why we should not be able to do as much in other directions as in this, given the will.

W. W.



Photo. Campbell Gray.

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The Tyre of supreme vitality, is the Palmer Cord Tyre—for resilience, ease in running, and freedom from troubles, it has no equal.

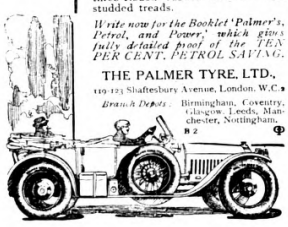
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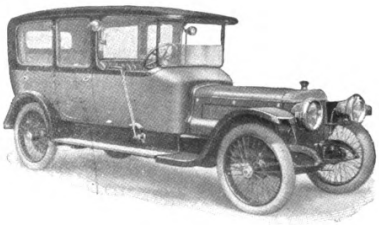
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Daimler

The Daimler Company, Ltd., Coventry.

Buick

When the beams dance for Delight

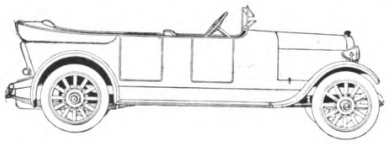
WHEN the spirit of the carnival returns, Milady views the gaiety from her Buick. Her grace is only rivalled by the beauty of her car.

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Austin

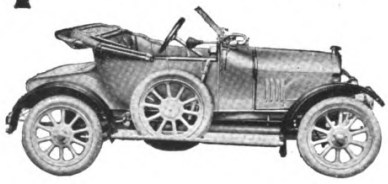
The Car that will continue to set the fashion to the motoring world.

THAT is what every post-war motorist must bear in mind. With every car manufacturer on war work to-day, it is quality alone which will raise any one particular post-war car above others.

As far as concerns the Austin, owners of pre-war models know that the quality was excellent in every case. The determination on the part of this Company to devote its energies toward the production of only the highest grade of car resulted in the achievement of a very high standard, and this Standard will be again in evidence when the new Austin "Twenty" is placed upon the market.

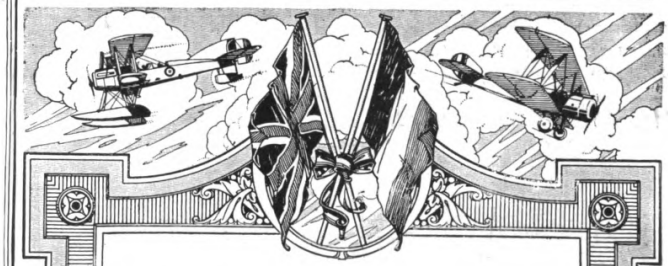
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Realising that the policy of creating a *waiting list* for Darracq Cars would place at a disadvantage many of our clients and prospective customers now on Active Service we have refrained from establishing a priority list for delivery. Our new models will thus be equally accessible to all when manufacturing can be resumed.

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ACCURATE RELIABLE

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Lotus

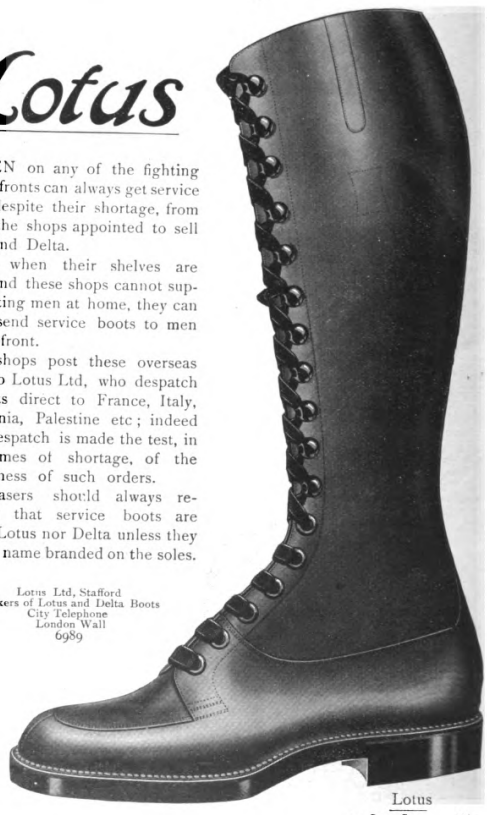
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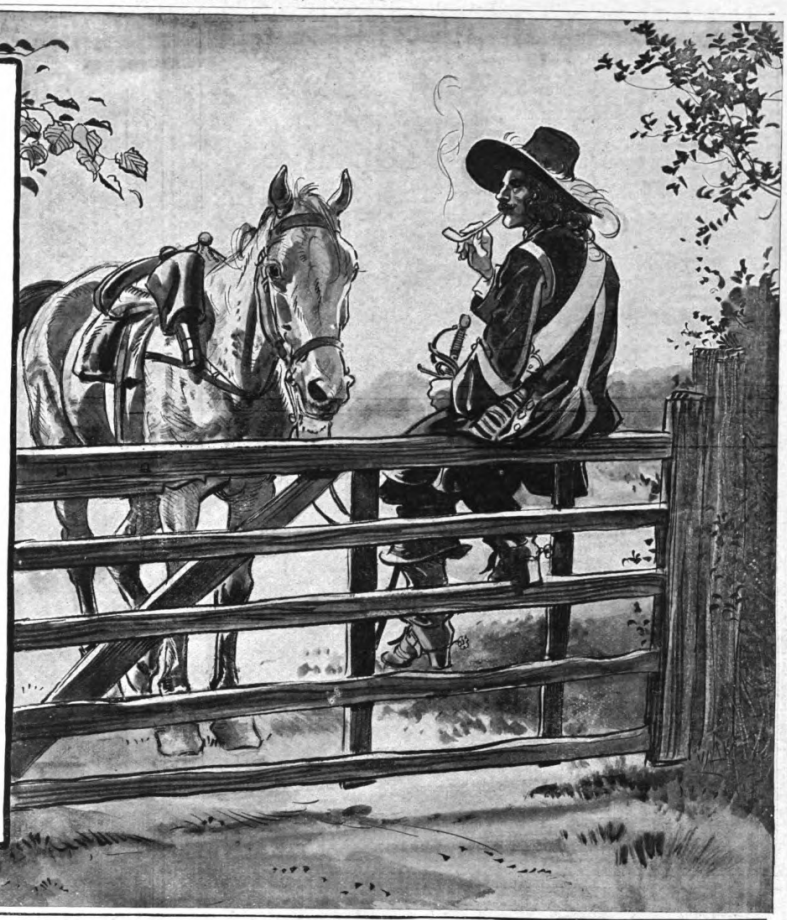
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Lotus

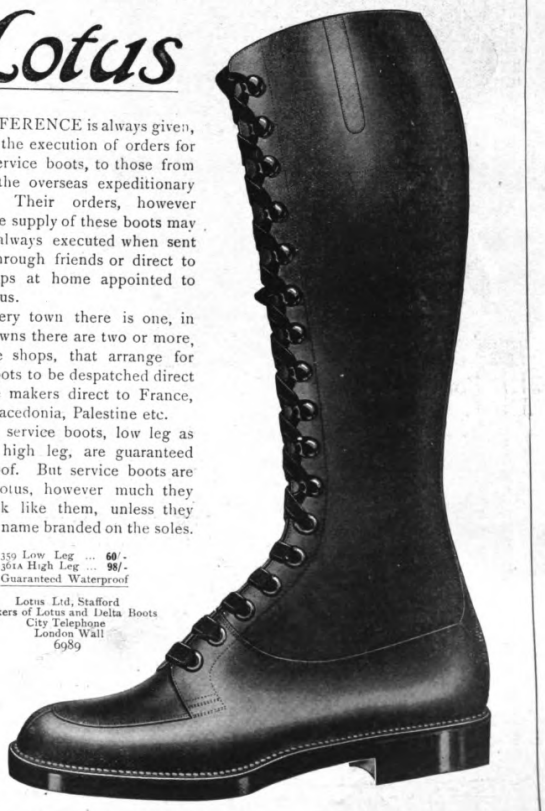
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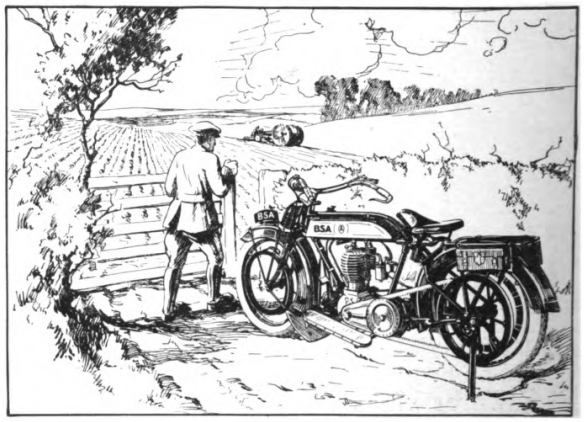
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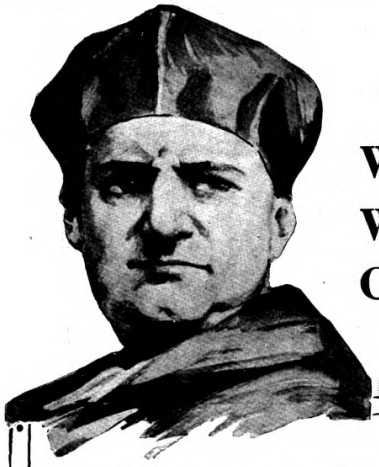
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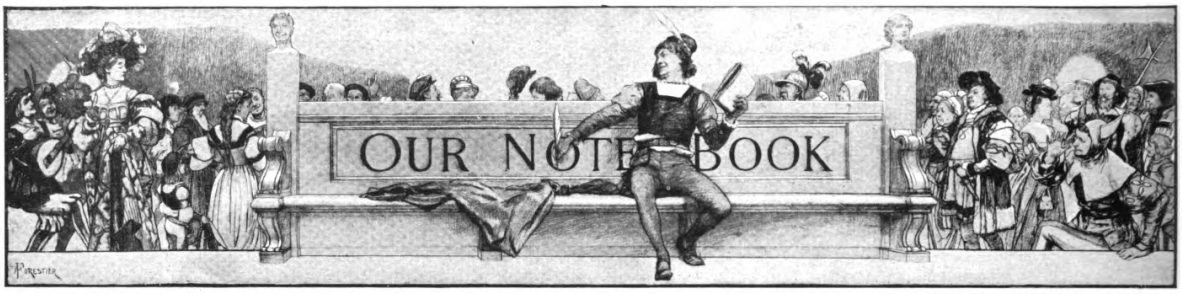
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"THE GERMAN ARMIES ARE PURSUING A COURSE OF WANTON DESTRUCTION": IN SHATTERED CAMBRAI.

In his reply to Germany, President Wilson says: "At the very time that the German Government approaches the Government of the United States with proposals of peace . . . in their present enforced withdrawal from Flanders and France, the German Armies are pursuing a course of wanton destruction which has always been regarded as in direct violation of the rules and practices of civilised warfare." Our photograph shows Canadians passing through Cambrai. The church is seen from the only side of the Square not on fire!

CANADIAN WAR RECORDS.



By G. K. CHESTERTON.

I AM writing these lines in a comparatively wild and remote region of the British Isles, to which news comes indirectly and almost accidentally, as if blown upon a wind. Even the local papers seem to come late—as it were, at random. Though this may be an illusion of the wandering stranger, it is certain, anyhow, that most of the necessary and effective news passes orally from mouth to mouth. I would rather a man depended on hearsay evidence than that he should be so spellbound by what I may call "read-write" evidence that he is too



RESCUER OF 596 MEN FROM THE U.S. TRANSPORT "OTRANTO": LIEUT. F. W. CRAVEN, R.N.

After the collision between the "Otranto" and the "Kashmir," the British destroyer "Mounsey" was summoned by wireless, and her commander, Lieut. Craven, by skilful and daring seamanship, brought her alongside the "Otranto" four times in a raging sea, taking off 596 men. [*Photograph by Russell, Southsea.*]

deaf to hear anything and too dumb to say anything. But to news which, however momentous, necessarily comes from distant countries and through long and artificial communications, it is obvious that this principle does not in any case apply. Local opinion cannot reshape that with any profit; and local opinion often receives it, as in the present case, very late and in an attenuated form. Thus my impressions of the vast events now developing in the world are necessarily belated and imperfect. There is one truth, however, that emerges clearly enough.

I have heard somewhere a story of Henri Rochefort, the fiery and effective French journalist, when he found himself in a similar position, geographically, if not psychologically. He was far from France, or at least from Paris, when the vital and crucial event of the Franco-Russian Alliance was announced—a thing not without its consequences for the world to-day. The paper for which he commonly wrote the leading articles published next day a leading article of a singular kind. It was a blank white column occupied by three words wired by Rochefort from his remote holiday resort. And the words were "Et l'Alsace-Lorraine?" I do not know if the story is true; but I know it is appropriate. I know that, writing at whatever distance, in whatever ignorance, at whatever crisis of the developments of to-day, I can still use those three words as the test and motto of the great war. Whatever Germany is asking, that is the test of what she is getting. Whatever she offers, that is the test of what she gives. Whatever be her approximation to defeat, that is the definition of defeat. Whatever be her chances of recovery, that is what she will try to recover. Historians hundreds of years hence will judge the whole nature of what happened in these four fearful years by what happens to Alsace-Lorraine.

In logic, the cause of this is quite clear and quite compact. This is the one thing that Prussia quite certainly ought to do and quite certainly hates doing. The unconditional restoration of Alsace-Lorraine to France means forcing the Prussian to abandon something which is to him an end and not a means. It is not merely to abandon a weapon, but to abandon a prize. Almost everywhere else his retreat might be a strategic retreat. Almost everywhere else, except in Prussian Poland, he is an invader who has only begun to be an oppressor. He is a robber who loses what he never had. He is a robber who throws away some part of the spoil that he may escape with the best part of it. In that sense it may actually be a part of his policy to fail; it may be a part of his design to be disappointed. He is probably glad by this time to withdraw from the death-trap of the old Flemish battlefields, and even to be clear of the mountain network of the Balkan nations. It would have been best for him to conquer them completely; but it may well be a second-best to be clear of them completely. But to lose Alsace is not the second-best, but the worst. To withdraw from Alsace is not a strategic retreat, but a racial rout. To fail in Alsace is to fail in reality; to be disappointed in Alsace is to be disillusioned in religion. The Prussian leaders in the past have themselves made the place a test, and even a talisman; and, above all, they have made it a trophy. The Prussian captain who carried through the victories of 1870 said in so many words that the province was primarily valuable as a proof that the French were defeated. If it remains German for any reason whatever, it will be regarded as a proof that the French were defeated again. If it reverts to France it will remain as a proof that the Prussians were defeated in a fashion which even Prussians could not deny. Here there are no intermediate doubts or speculations about the international relations of this or that Government—such as men may discuss concerning the real intentions of Germany in Belgium or the Balkans, concerning England and the German colonies, concerning Russia and the gate of Byzantium. Everybody knows what the French want, and what the French want most; everybody knows that what the French want to get is exactly what the Germans do not want to give. There is here at least a direct and deadly conflict of desires. And, after four years of heartrending horrors wholly due to such differences, there are men who are still talking as if no such difference could really exist between men.

That is the first fact about Alsace-Lorraine; it is the simplification of the war. It is the central landmark by which it will be remembered by a posterity confused by the complexities of all the other questions. Among a thousand things that have remained riddles, it is the one thing that has become a proverb. Nobody in touch with popular tradition and memory can doubt that the determining sign will be the fall of this trophy of Sedan. If there are any Englishmen who do not know it, the Germans at least know it very well. I have pointed out that the Prussian militarists avowedly erected it as such a trophy. But the German Socialists have been as obstinate as any Prussian militarists in accepting it as such a trophy. Where is the trophy, there will be the triumph; and ten thousand treaties about other topics will in comparison be so much waste-paper.

It is obvious, therefore, that this is what, up to the last possible moment, Prussia will refuse to give. It is only because it is yet more obvious that I say the less about the fact that it is what she certainly ought to give. There is little need to speak of the excuses which were invented afterwards for an annexation which was at the time generally regarded as inexcusable. The racial theory that Germany must follow the Germans simply meant taking advantage of the fact that the Germans were barbarians. A race with records or monuments may have gone anywhere, and an unscrupulous Government may pretend to follow them anywhere. The argument from the new numbers of German colonists simply means taking advantage of the fact that Germany is a despotism. A race of slaves will go where it is told; and the tyrant has only to send his soldiers first and his colonists afterwards. There is only one thing that was ever worth doing with a tyrant: the harder it was to do, the more necessary it was to do it; the longer it took, the more urgent it has always become. And to-day, after labours longer and harder than some thought endurable, but less long and less hard than we were ready to endure, it is being done at last.

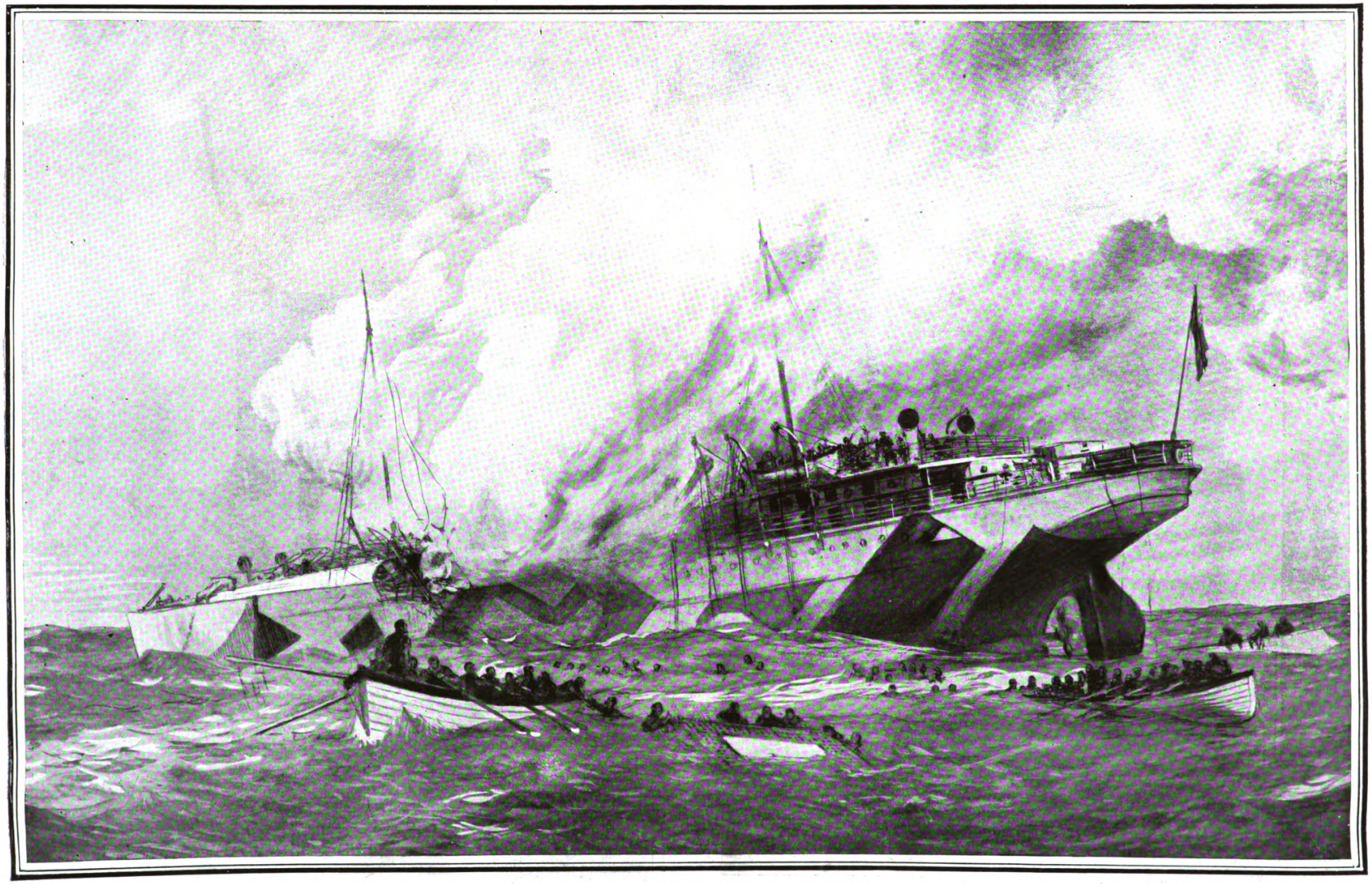


"ACCEPTER" OF PRESIDENT WILSON'S PEACE TERMS: DR. SOLF.

Dr. Solf, formerly the German Colonial Minister, and recently appointed Foreign Secretary, signed the official acceptance of President Wilson's terms, in a Note dated at Berlin on October 12.—[*Photograph by C.N.*]

"IS IT PEACE?" A SUFFICIENT ANSWER TO THE HYPOCRITICAL GERMAN OVERTURES.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY A SURVIVOR.



"AT THE VERY TIME . . . ITS SUBMARINES ARE ENGAGED IN SINKING PASSENGER-SHIPS AT SEA": A BARBAROUS GERMAN OUTRAGE IN THE IRISH CHANNEL—THE DESTRUCTION OF THE "LEINSTER," WITH SOME 500 LIVES.

President Wilson, in his strong reply to the German overtures, said: "At the very time that the German Government approaches the Government of the United States with proposals of peace its submarines are engaged in sinking passenger-ships at sea, and not the ships alone, but the very boats in which their passengers and crews seek to make their way to safety." After all, it is a sufficient answer to the enemy's words to point to his deeds, which, at any rate, are unequivocal. As Mr. Balfour said, referring to the "Leinster" atrocity of October 10: "Brutes they were when they began the war, and brutes they remain. . . . This Irish packet-boat, crammed, as it always is, with men, women, and children, in broad daylight was deliberately torpedoed by a German submarine. . . . That is only one, and not the most destructive, the most cowardly, or the most brutal thing . . . they are perpetrating upon helpless civilians or still more helpless prisoners of war."—[*Drawing Copyrighted in the United States and Canada.*]

"WANTON DESTRUCTION": CAMBRAI AS THE GERMANS LEFT IT.

Canadian War Records.



IN CAPTURED CAMBRAI: ONE OF THE MANY FIRES STARTED BY THE GERMANS BEFORE THEY LEFT.



DAMAGE CAUSED BY GERMAN MINES: CAMBRAI—WITH CANADIANS ENTERING.

In his reply to Germany, President Wilson says: "The President feels that it is his duty to add that neither the Government of the United States nor, he is quite sure, the Governments with which the Government of the United States is associated as a belligerent will consent to consider an armistice so long as the armed forces of Germany continue the illegal and inhumane practices which they still persist in." He then points out that at the very time at which the German Government makes proposals of peace, the German

[Continued opposite.

"SPOLIATION AND DESOLATION": CAMBRAI AS THE GERMANS LEFT IT.

Canadian War Records.



WHILE CANADIANS WERE ON THEIR WAY TO THE LINE: BLAZING BUILDINGS IN CAMBRAI.



ANOTHER OF THE MANY FIRES STARTED BY THE RETREATING ENEMY: A BURNING STREET IN CAMBRAI.

Continued.]

Armies are engaged in wanton destruction; and continues: "Cities and villages, if not destroyed, are being stripped not only of all they contain, but often of their very inhabitants. The nations associated against Germany cannot be expected to agree to a cessation of arms while acts of inhumanity, spoliation, and desolation are being continued which they justly look upon with horror and with burning hearts." In these forcible but carefully chosen words he voices the thought of all the combatant Allies.

THE ENFORCED WITHDRAWAL OF THE ENEMY: DURIN(

DRAWN



"UP AND OBSERVING FOR THE GUNS IN AN INCREDIBLY SHORT SPACE OF TIME

Concerning this drawing, it should be noted that our observation-balloons are rushed forward with the advancing troops, and are up and observing for the guns in what has been called quite fairly an incredibly short space of time. An observation-balloon is seen about to make an ascent, and the observer is shown scrambling into its basket, while men bring up the observer's

'HE PURSUIT OF THE GERMANS NEAR CAMBRAI.

ARLES DE GRINEAU.



. BRITISH OBSERVATION-BALLOON RUSHED FORWARD WITH OUR ADVANCING TROOPS.

map-boards and other necessaries. On the left are wounded waiting to be dressed; and a few dead, covered with blankets. On the right are German prisoners carrying in a wounded man. To the right of the centre is seen smoke from German shells bursting among the ruins. Further to the right are British 60-pounders in action.—[*Drawing Copyrighted in the United States and Canada.*]

THE BASES OF LASTING PEACE.

By MAJOR W. WHITTALL.

THERE are two separate though closely related aspects of the German peace move. The first is covered by the request for a suspension of hostilities, antecedent to discussion of a permanent peace. That request may be made in so much good faith as the German is able to import into his dealings, or it may be advanced for the purely military reason that time is required for the extrication of his sorely compromised armies in France and Flanders. It does not really matter which of these factors dominates at the moment, for the reason that the Allies cannot afford to take chances with the Boche, and will undoubtedly deal with the question as though it arose out of military necessity pure and simple. Of course, whether there is good faith present or not, the request has actually been compelled by the pressure of military events, so the matter of whether or not we are to grant an armistice is and must remain a question for the soldiers and sailors to decide.

The second aspect of the situation goes beyond the armistice stage, and affects the terms of the final settlement. Germany has thrown over her shining armour the garment of democracy; but we must doubt her sincerity of heart, for the reason that the power which has made Prince Max Imperial Chancellor can cast him down and place a von Tirpitz in his place in a week, a month, or a year. Until this avowedly irresponsible and arbitrary power is entirely removed or placed in leading strings there can be no security for the future, and there are no real signs at present of the disappearance of that power. We can for the moment only assume that the new pose represents an endeavour on the part of the real rulers of Germany to get out of the war with an intact Navy and a comparatively intact Army. The former the world cannot allow, for a Power which has prostituted its Navy to the purposes of war against merchantmen cannot be admitted for a generation to share on equal terms in the freedom of the seas or a community of mercantile interests.

Then, if this war is to leave its mark upon history as a victory for justice, it is essential that retribution should be exacted for the unpardonable offences of the Central Powers against the elementary laws of humanity. That responsibility must be traced as high up as possible, and the authority, no matter how highly placed, must suffer the same penalty as would be imposed for a similar crime committed within the borders of any civilised State. The British Admiralty has set an excellent precedent in the publication of a list of German naval officers who are "wanted" for their crimes. The names of the principal offenders in the German army and civil administration of the occupied territories are equally known, and the time has come when they should be similarly black-listed and the enemy Government informed that no terms of peace can be agreed to that do not include the handing over of these individuals to stand their trial before a tribunal of justice.

It is more than probable that such action, with a stern warning that future offenders would be similarly demanded, would do more than any number of pious protests to stop the devastation of the country over which the Hun is leaving his mark now. Added to this, we should inform the enemy that the policy of wanton destruction which cannot be justified by any plea of military necessity will, if continued, be visited by similar destruction and desolation of German towns. In this way, and in no other, can the German Government and people be brought to that state of mind which might render possible their entry into a League of Nations. Until there is a complete change of heart, their admission to such a League is unthinkable.

THE REFORM OF EDUCATION.

By E. B. OSBORN.

"REVOLUTION" is a word on the tip of everybody's tongue nowadays. Even the schoolmasters let it drop occasionally, though they are conservative folk, and by no means given to running after the strange gods of mutation. But there is not going to be any sudden spectacular changes in our education system—all that can happen will be a speeding up of a process of evolution which began a good many years before the war storm broke, and revealed our national shortcomings—yes, and our secret sources of invincibility—in a series of lightning flashes. Already the teaching profession, thanks to the Teachers' Registration Council, has become a corporate body with a strong craft feeling; and a fitting sense of its vital importance to the commonwealth. It has been discovered that the teacher is more important than the text-book; the examination devil—so ruthlessly held up to ridicule in Kingsley's "Water Babies," a book full of scattering-bright open-air wisdom—is being exorcised.

The line of further reforms in the future is that of co-operation between the teacher and the child, and the child's parents. The father and mother of a pupil must be compelled to remember that they are still in debt to their child's teacher, even when the school fees (if any) have been duly paid. A contempt for knowledge is unquestionably the deadliest fault of the English character, and it has been a sore hindrance in many ways to the teacher in love with his work. It has caused him to be grossly under-paid—so shamelessly sweated, in fact, that he cannot afford books, or to travel, and is more often than not debarred from the domestic experience and social intercourse which the members of every other profession, learned or unlearned, may confidently reckon on. Now that teachers can act as a unit in order to better their economic position, they will presently be able not only to earn a livelihood but also to practise the art of living. But the time has not yet come when the life of the average home will be such as to foster a child's intelligence during the fateful years—from five to ten—when the quality of a growing mind is finally determined.

Co-operation between teacher and pupil is the new motive in the reform of the technique of teaching. Pupils must no longer be treated as mere recipients of authoritative instruction *de omnibus rebus et quibusdam aliis*, but must be accepted as active participants in the work of a school. It is an unfortunate fact that most boys do not want to learn anything. That, however, is the fault of a system which makes the pedagogue an autocrat, and treats initiative on the pupil's part as sheer impudence. In some of the best schools of the reformed type, such as the Perse School at Cambridge, masters and boys are no longer one another's natural enemies—they are comrades joyously at one in the quest of knowledge. The necessity of mere science is an educational shibboleth to day. What is wanted is that all subjects—including science—should be taught scientifically; that is to say, so that their relation with the realities of life should always be kept in view. Latin and Greek, as taught at the Perse, become living languages; as should always be done, for they have never died, except in the pedantic (or Germanised) mind. The boys prattle and jest and pun in Latin and Greek there; a boy named Bird comes in and somebody cries out: "Bonum omen! avis a dextra!" and when Ovid, *Ex Ponto* i. 2. 20, is read and the reader explains "Niobe saxea est facta," another adds, "Sicut Lotti uxor," and a third, "*Salse* dictum." Such little impromptu jests show that the old boredom is abolished. A classical lesson at which Dr. Rouse assists is, incidentally, a lesson in science. Up with the new teaching!

THE FALL OF BEIRUT.

By E. E. L.

AFTER Damascus—Beirut. One by one the chief cities of the Ottoman fall into the hands of the conquering Allies, and we are left wondering how many more are to fall ere Turkey realises the game is up, that Germany has let her down rather badly, and that all that she can hope to do now is to secure the best peace terms possible by getting out of the war as soon as she can. It will have to be, probably, unconditional surrender; but even this should be preferable to remaining a belligerent and being compelled to witness the gradual transference of Ottoman territory to Allied control.

Beirut ranks as the third city of the Turkish Empire. It is a flourishing port with an extensive trade, and its capture by a French division of the Allied Forces in Palestine must have a very serious effect on the position of affairs in Turkey. Though it has no great historical past such as that possessed by Damascus, Beirut, historically speaking, is not unworthy of notice. It is an ancient Phœnician settlement, and it was taken and destroyed by Tryphon, in his contest with Antiochus XII. for the throne of the Seleucids, when it duly passed under Rome, was much favoured by the Herods, and constituted a Roman colony, the Emperor Justinian afterwards recognising it as one of the three official law-schools of the Empire. Captured by the Arabs in 635, it remained Moslem until 1111, when Count Baldwin took it—for Christendom; but fifty years later, in 1187, the renowned Salah-ed-Din recaptured it for Islam, and from that time onwards until fairly recent times, whosoever its nominal rulers were—Saracen, Crusader, Mameluke, or Turk—its virtual lords have been the Druse Emirs of Lebanon; and in the settlement of Syria it is the Druses and the people of that other interesting community, the Maronites, their rivals, who are certainly destined to play a prominent part.

The Druses are a mixed race, mostly of Arab blood, with a religion which is really a secret faith, but which may, perhaps, be termed a mixture of Islam and Christianity in a more or less esoteric form. For instance, they believe that the soul after death passes from one incarnation to another until it is re-absorbed into the Deity. Living in feudal state, under Sheikhs, and these in turn under Amirs, the Druses rose to power in Syria in the early part of the sixteenth century; and, with intervals, maintained it until 1860, when, in consequence of the sanguinary fighting between themselves and the Maronites, as Christians—culminating in the massacre of Damascus, when 3000 Christians were slaughtered—the European Powers intervened in Lebanon, which was occupied by a force of 20,000 troops, half of whom were French.

The French occupation continued until June 1861, when the Porte having agreed to give the Lebanon a form of government which would remove the cause of quarrels between the Druses and Maronites, the French troops left the Lebanon, though French and English naval squadrons cruised on the coast for months. The privileged province of Lebanon was finally constituted by the Organic Statute of Sept. 6, 1864; and the subsequent history of the Druses is one of gradual withdrawal from the jurisdiction of that State, though a good many are still left; whilst the Maronites are a flourishing community several hundred thousand strong. France, from this time onwards, has always taken a great interest in the Lebanon, and Beirut owes a great deal of its prosperity to French capital. It is, therefore, appropriate that the city should have been occupied by a French Division, for in the reshaping of Syria France will have, undoubtedly, a good deal to say.

OCCUPIED BY THE ALLIES: BEIRUT—A FAMOUS PORT OF SYRIA.

Photographs by E.N.A.



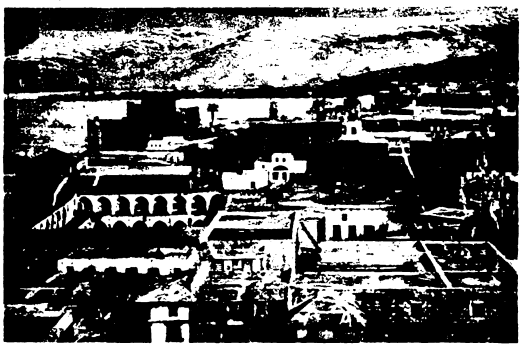
SHOWING PART OF THE WONDERFUL FRENCH MOUNTAIN RAILWAY AND A 400-YEAR-OLD BRIDGE (EXTREME RIGHT): BEIRUT.



AN ANCIENT PHŒNICIAN CITY KNOWN TO THE ROMANS AS BERYTUS: MODERN BEIRUT—THE RAZ.



LYING AT THE FOOT OF THE GREAT MOUNTAIN WALL OF THE SNOW-CAPPED LEBANON: A GENERAL VIEW OF BEIRUT AND ITS HARBOUR.



GROWN IMPORTANT SINCE THE PACIFICATION OF THE LEBANON IN 1860: BEIRUT FROM THE KONAK.



ONE OF THE SIGHTS OF THE BEAUTIFUL CITY OF BEIRUT: THE FAMOUS AVENUE OF PINES.

An official despatch to the French Ministry of Marine from Admiral Verney, the senior naval officer on the Syrian coast, stated: "The French Division in Syria entered the port of Beirut about 6 a.m. on October 7, amid the indescribable enthusiasm of the population." On October 10 the British War Office announced: "French and British war-ships entered the port of Beirut on October 6, finding the town evacuated by the enemy. On October 7 British armoured cars, preceding our cavalry and infantry columns, arrived, and on October 8 the advanced detachments of British and Indian infantry occupied the place, being received enthusiastically by the inhabitants. The number of prisoners taken by the Egyptian Expeditionary Force (exclusive of those taken by the Arab armies) has risen to over 75,000."

THE WORLD OF FLIGHT

INVENTIONS IN AIRCRAFT.

By C. G. GREY,
Editor of "The Aeroplane."

FROM time to time one hears of great inventions concerned with aircraft which are going to stop the war, or are doing terrific execution, or are causing excitement at the Front. One has heard Zeppelins, Gothas, Handley-Pages, and such things called "inventions." Even the Liberty engine has been so called. Yet one doubts whether, in fact, there is a single invention (properly so called) which has had any important effect in aerial warfare. All the aeroplanes and all the engines of all the belligerents are practically straightforward developments from previous types. There has been no "invention" about any of them.

This may be a useful piece of information for the swarming inventors of this and other countries who are for ever inventing what they fondly believe to be startlingly new forms of aircraft or engines, and who abuse that excellent body the Air Inventions Committee for refusing to place the Royal Aircraft establishment promptly at their disposal. It is a curious fact, gathered from one's own fairly voluminous correspondence, that about five inventors claim to have produced a wonderful new idea in complete aeroplanes for every one who produces a really useful invention in the way of a detail fitting.

The only genuine inventions in connection with aircraft are purely matters of detail. There are plenty of patent carburetters on aero-engines. There are patent methods of fixing or tightening wires. There are patent safety-belts for aviators. There are a few patented gears for engine-valves or air-screws which are genuine inventions. There are patent lock-nuts and washers. But there are no patent engines or aeroplanes, nor even any which could properly be called inventions.

Take, for example, the aeroplanes which are frequently supposed to be inventions—the four-engined German Zeppelin biplanes, the three-engined Italian Caproni triplanes, the German Gotha, the British Handley-Page, the French Caudron, and other twin-engined biplanes. They are all straight developments. The four-engined Zeppelin is merely a big twin-engined machine with a couple of extra engines stuck on to it in line with the two commonly used. The three-engined type is a natural development of the two-engined breed.

So far as one can remember, the first three-engined aeroplane with the engines side by side was the Porte-Wanamaker-Curtiss flying-boat built for the attempt on the Trans-atlantic passage in early 1914, and designed by Lieutenant John Porte, R.N., now Colonel R.A.F. The third engine was put in as an after-thought because the machine was too slow with two. But early in 1913 a seaplane with three Gnome engines in line (fore and aft), all mounted on one shaft, was built in England by Messrs. Radley and Gordon England. In the case of the Porte boat each engine drove a separate air-screw; in the Radley-England all three drove one huge screw.

Both these machines were ante-dated as multiple-engined aeroplanes by a series of experimental machines built for the British Navy at Eastchurch by the Short Brothers in 1912. The first of these had two Gnome engines—one driving a tractor-screw in front, and the other driving a propeller behind. The next had two engines in line in front—one driving a central tractor-screw on its own shaft, and the other driving two tractor-screws by chains, one on each side of the centre screw. The third had one engine in front driving two tractor-screws by chains—one on each side—



AT A FRENCH SEAPLANE STATION ON THE MEDITERRANEAN COAST: FRENCH SEAPLANES READY FOR PATROLLING DUTY.
British Official Naval Photograph.

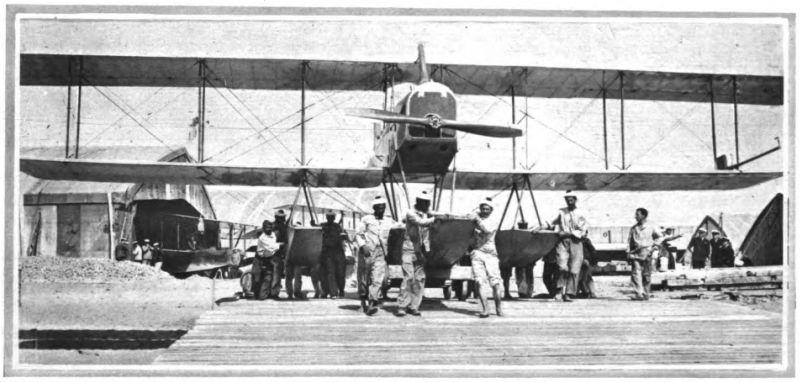
and the other engine driving a propeller behind. All these flew quite considerably; but, as more powerful engines came into being, these complicated machines were dropped till war produced the need for higher powers than anything at present existing as a single engine, when the old ideas were revived again.

Now these machines of the Short Brothers were not in themselves inventions. They also were natural developments. The two air-screws driven by chains from a single engine was the method of propulsion of the original American Wright biplane, the first aeroplane which ever really flew—in 1906. The single tractor-screw was used with partial success by M. Ader in France so far back as 1902. And the single propeller was the popular method of propulsion for all the French biplanes of 1908.

Again, one hears the ill-informed talk of triplanes as an invention, because they have read of the big Caproni bombing triplanes, or the Sopwith of Fokker single-seater fighting triplanes. As a matter of fact, the first successful triplane was one built by Mr. A. V. Roe at Brooklands in 1911, though he had made short flights on earlier triplanes of 1908, 1909, and 1910. Even he was ante-dated by a curious triplane arranged like a flight of steps, and built by three partners named Witzig, Lioré, and Dutilleul in France about 1907. And they in turn merely used three out of many planes, as tried in an experimental aeroplane built by Mr. Horatio Phillips in England somewhere about 1890.

This machine of Mr. Phillips' had about twenty long narrow planes, and looked like a Venetian blind. Each plane had, in section, a shape which is to-day regarded as the correct thing in the most modern aeroplanes. This particular wing shape—or aerofoil section, to use the correct expression—was designed by Mr. Phillips, after a long series of experiments, extending over many years, in his efforts to discover what particular shape of plan gave the greatest amount of lift for the smallest amount of head-resistance. Having discovered this particular shape—especially as regards the nose, or "entering edge" of the plane—he proceeded to patent the shape. And that patent, which is now getting on for thirty years old, is the only invention, so far as one can gather, which has ever been of any vital importance to the flying of aeroplanes. As the patent was taken out some fifteen years or more before any real flying was done, the patent expired before it was used, consequently its validity was never questioned; but it is open to argument, one believes, whether the discovery of one of Nature's laws is really an invention or is valid subject-matter for a patent.

Another invention which was open to argument on the same grounds was the Wright Brothers' patent which covered the act of controlling the lateral position of the wings on an aeroplane in conjunction with the rudder. Several actions were fought in the United States, the verdict going first one way and then the other; but finally the whole business was settled by the U.S. Government taking over the patent rights for war purposes. On this side of the Atlantic the holders of the British Wright patents generously presented their rights to the Aircraft Industry for war purposes, and allowed the patents to lapse.

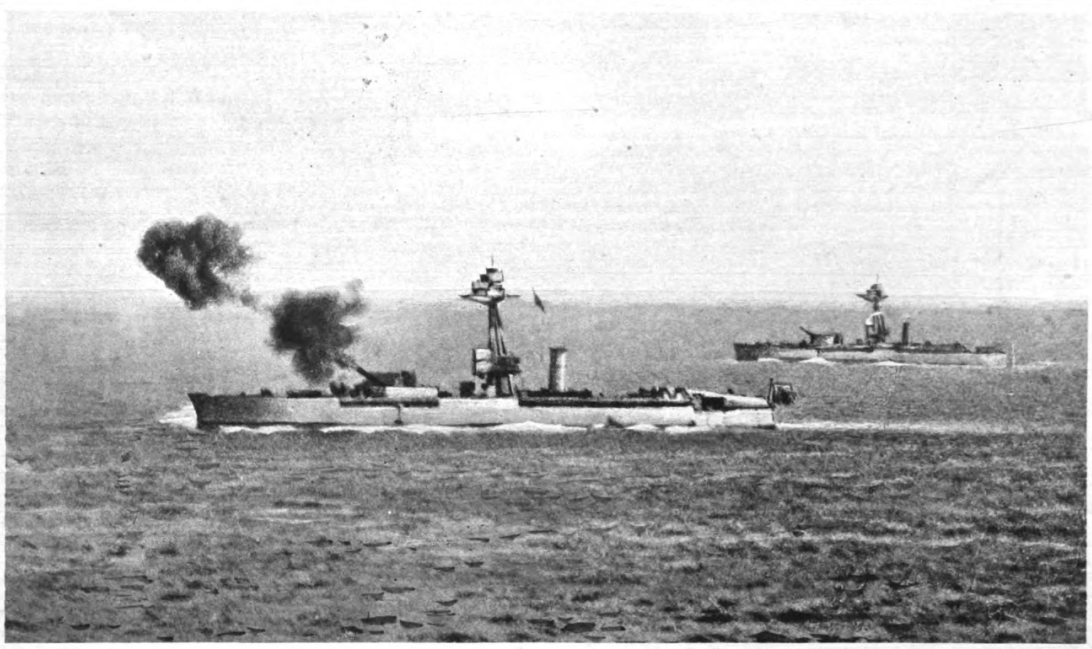


AT A FRENCH SEAPLANE STATION ON THE MEDITERRANEAN COAST: SAILORS BRINGING IN A LARGE SEAPLANE.
British Official Naval Photograph.

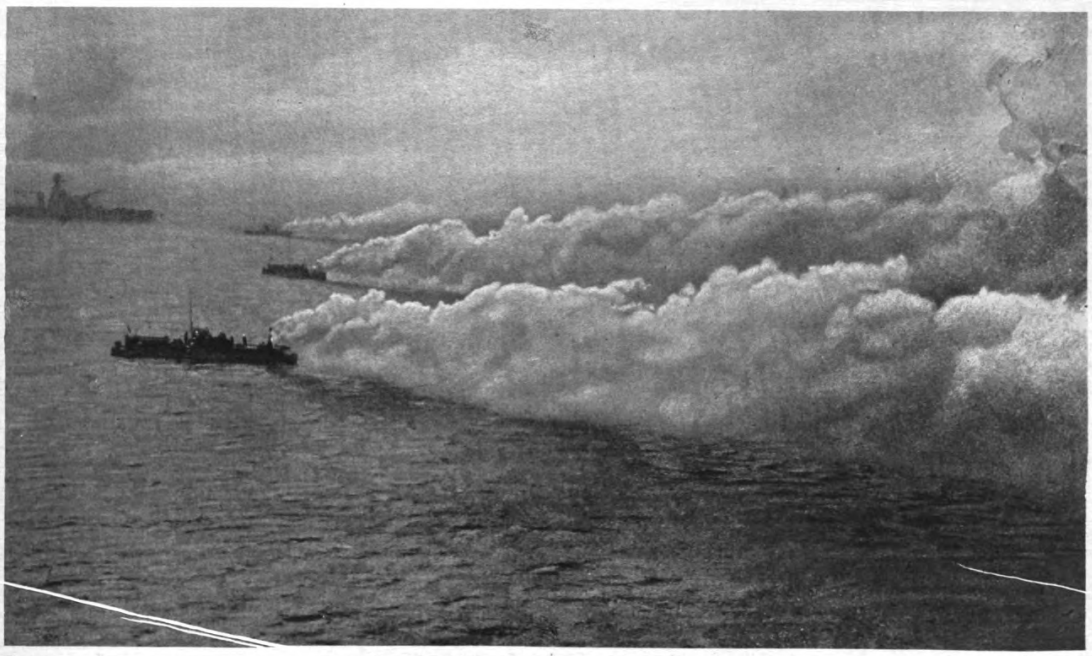
Apart from the Phillips and the Wright patents, there has been no real inventing done in aeroplanes or aero-engines. Heaps of patents, mostly useless, have been taken out, but not one of them within the present writer's knowledge is in any way an epoch-marking improvement, nor does any of them make any vital difference either to the machine or to the engine. In every case, if one did not want to pay for the particular patent in question, one could do the job just as well in some other way. All of which shows that our present satisfactory position in the air is due to steady all-round improvement, and not to any startling brain-wave.

"THE NAVY HAD AN IMPORTANT SHARE": BELGIAN COAST OPERATIONS.

Photographs by Illustrations Bureau.



"TWO GREAT MONITORS POUNDED ZEEBRUGGE": THE BRITISH NAVY SUPPORTING THE GREAT ALLIED ADVANCE UNDER KING ALBERT IN FLANDERS.

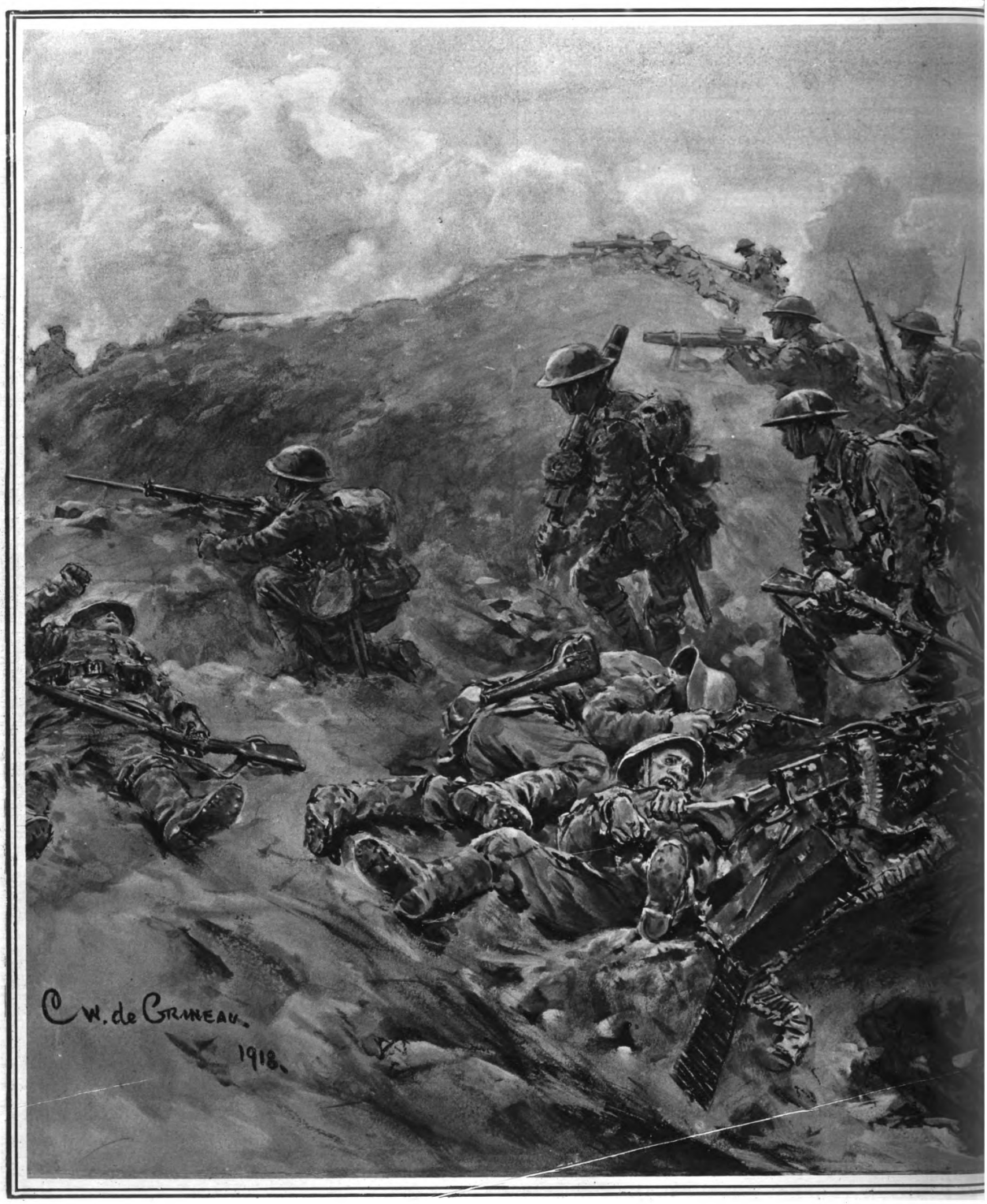


CAMOUFLAGE AT SEA: BRITISH DESTROYERS AND MOTOR-BOATS SMOKE-SCREENING MONITORS BOMBARDING GERMAN COAST POSITIONS IN BELGIUM.

"Vessels of the British Fleet," said a Belgian communiqué describing the commencement of the great offensive in Flanders, "bombarded the coast defences of the enemy and vulnerable points of his communications." A fuller account, issued on October 8 by the Press Bureau, said: "The Navy had an important share in that Belgian, British, and French advance. . . . By midnight the ships, mostly large monitors, were in position, and those nests of great batteries which lie along the coast to either hand of Ostend were enduring such a bombardment as they had not known before. . . . Two great monitors pounded Zeebrugge, where there has been much activity of late, with 15-in. shells; battery after battery was engaged and goaded into battle blindfold. Later examination of Zeebrugge and the coast region by aeroplane confirms the impression that the Germans were for the moment overwhelmed." The inestimable value of the work done in the war by our "silent" Navy is not always fully understood by the public.

THE GREAT ADVANCE: AN INCIDENT IN THE BRITISH

SKETCHED BY C. W

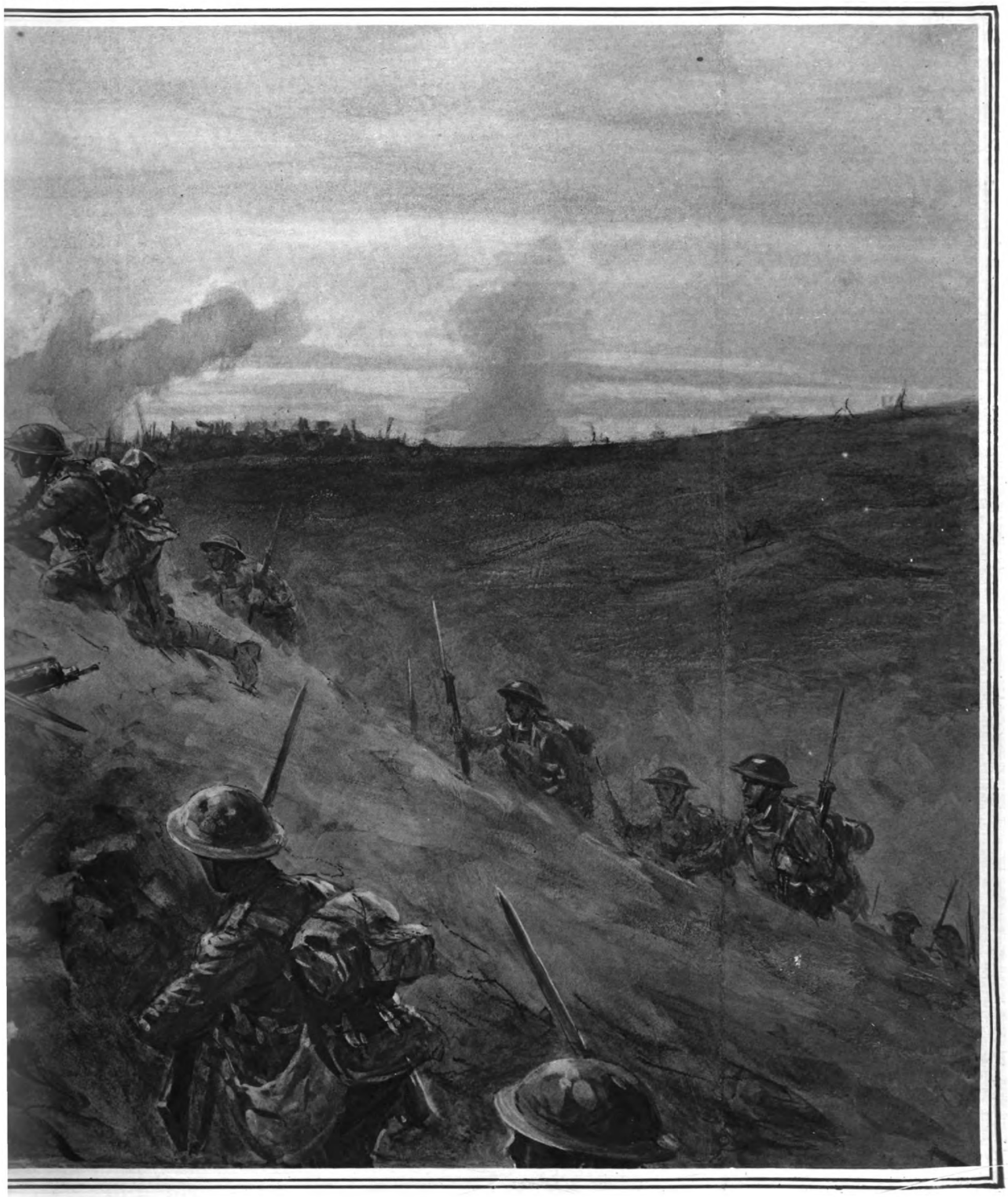


THE BATTLE FOR CAMBRAI: AN ATTACK ACROSS THE CANAL DU NORD—THE 2

It was early dawn when the attack here illustrated took place, in one of the battles which led up to the capture of Cambrai. British troops who have just crossed the Canal du Nord are seen capturing a slag-heap, held by German machine-gunners, between Bourlon Wood and the village of Havrincourt, which is visible on the right towards the background, a mere mass of stumps and wreckage. By it is high ground sloping down to the canal. In the background on the left is the smoke of our barrage fire. Describing recently the fighting in this district, Mr. Philip Gibbs writes: "Our troops, some of those very men who were there before, advanced towards Bourlon Wood—that dark wood on the high hill above the valley which dips down

ATTACK WHICH LED TO THE CAPTURE OF CAMBRAI.

DE GRINEAU.



DIVISION TAKING THE SLAG-HEAP BETWEEN HAVRINCOURT AND BOURLON WOOD.

from Havrincourt—and towards Flesquières Ridge, to the right of Havrincourt, and Highland and Welsh Ridges south-eastwards, which form an amphitheatre round the valley. . . . It was very difficult ground, because of those ridges held by the enemy and because of the Canal du Nord, which our men would have to cross. On the left of attack there was only one place where they had a chance of crossing that deep ditch, and it made a bottle neck between Inchy and Mœuvres to the west of Bourlon Wood. Here Canadian and British troops had to move forward, building some kind of bridge and forcing large numbers of men through quick enough to escape massacre by the German guns."—*[Drawing Copyrighted in the United States and Canada.]*

CAMBRAI IN BRITISH HANDS: THE FIRST PHOTOGRAPHS, TAKEN ON ENTRY.

British Official Photographs.



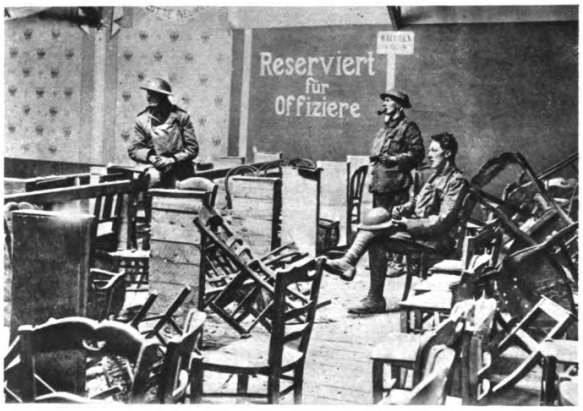
"THE REPORTS OF ITS DESTRUCTION MUCH EXAGGERATED": A STREET IN CAPTURED CAMBRAI.



SOME OF THE "ENGLISH TROOPS WHO, JUST AS IT GREW LIGHT, FORCED AN ENTRY": MEN OF THE NORTH LANCASHIRES IN CAMBRAI.



DECORATED WITH NAMES OF ACTRESSES AND A "VERBOTEN" NOTICE: A GERMAN CINEMA THEATRE AT CAMBRAI.



WHERE THE BEST SEATS WERE "RESERVED FOR OFFICERS": PART OF THE GERMAN CINEMA THEATRE.



"LOCAL FIRES . . . GO ON BURNING": A STREET IN FLAMES JUST AFTER THE TOWN WAS TAKEN.

Cambrai was taken on the morning of October 9, and a British communiqué of that date said: "The whole of Cambrai is in our possession. Canadian troops of the First Army entered the town from the north at an early hour this morning, while at a later hour English troops of the Third Army passed through the southern portions of the town." The photographs given on these two pages were taken on the same morning, and are of great interest in view of the rumour as to the explosion of German mines. Regarding that rumour, Mr. Perry Robinson writes: "For the purpose of verifying it, I have spent a large part of this morning (October 10) exploring Cambrai, and I find the earlier reports of destruction much exaggerated. The amount of damage suffered since yesterday morning is slight. It is true the Germans have thrown in a certain number of incendiary shells,

[Continued opposite.

"OUR TROOPS HAVE ENTERED CAMBRAI": THE EARLIEST PHOTOGRAPHS.

British Official Photographs.



SHOWING A HOUSE FALLING, THROUGH SHELL-FIRE OR EXPLOSION: AN OPEN SPACE IN CAMBRAI, AS SEEN ON THE MORNING OF CAPTURE.



"ENGLISH TROOPS OF THE THIRD ARMY PASSED THROUGH THE TOWN": A PATROL OF THE NORTH LANCASHIRES MARCHING INTO CAMBRAI.

Continued.

which have caused local fires in the roofs of houses and so forth, which go on burning, but they amount to little. They have also been shelling spasmodically with long-range guns, but the damage caused in that way is also inconsiderable. A great part of the town still remains habitable and largely intact. . . . What may happen yet it is impossible to say. The fires still smoulder, and doubtless others will break out. The Germans will probably go on shelling the place, but last evening's stories of the destruction of the whole city were exaggerations, and Cambrai is as yet much less damaged than Arras, and vastly less than Albert, Bapaume, or Péronne." Mr. Robinson mentions elsewhere that "we have never shelled Cambrai, except very slightly, and, though thoroughly looted by the flying Germans, the town is not badly wrecked."

THE GREAT ADVANCE: BRITISH AEROPLANES AND TANKS CA

A Sketch by Charles de Grineau. C



"SQUADRONS OF AIRCRAFT FLEW LOW OVER THE RETREATING ENEM

Aircraft and Tanks, the two latest forms of offensive weapons, have played a large part in the great advance of the Allies on the Western Front. Thus, a British official despatch of October 10 said: "Squadrons of aircraft flew low over the retreating enemy, causing destruction and confusion in their columns by bombs and machine-gun fire." There have been many references likewise to the exploits of the land-ships, as in a communiqué of the 6th, which spoke of "British Tanks doing great execution among the German infantry." At one part of the front, a correspondent mentions that "Tanks were patrolling out in the area ahead while others mopped up odd

TURING A GERMAN FIELD-HOWITZER BATTERY NEAR CAMBRAI.

GHTED IN THE UNITED STATES AND CANADA.

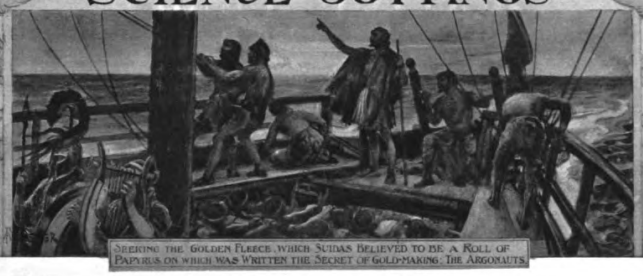


Y": AN INCIDENT IN THE GERMAN ROUT ON THE ROAD TO CAMBRAI.

hiding places in the ground behind." Our drawing shows the two arms working in co-operation during the pursuit of the retreating enemy, and capturing a German field-battery of 4·2 howitzers, with its transport, which was overtaken on the road to Cambrai. Overhead are two British aeroplane scouts, flying low, the nearer one firing at the Germans on the road. Others are seen in the left background, with some British "Whippet" Tanks pursuing the enemy. In the foreground are Germans (mounted and on foot, some wearing helmets camouflaged with stripes) crossing a light railway in their efforts to escape.

SCIENCE JOTTINGS

IN QVEST OF THE BOOK



SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

OF SACRED SCIENCE.

CONCERNING STONEHENGE.

THE insistent demands which the war makes upon our attention have doubtless dulled our appreciation of the great value of the gift of Stonehenge to the nation recently made by Mr. C. H. E. Chubb. Really it was a very splendid gift, and not only to the nation, but to the English-speaking peoples the world over. For Stonehenge is not merely, as some have it, an interesting relic of the ancient Druids, who performed mysterious rites there at stated times. It is much more than this, for it marks an epoch in our history as a nation. To describe it as a prehistoric Westminster Abbey would be to focus attention only upon what may be called its religious aspect: this is far too narrow a view to take.

What Stonehenge has to tell us is by no means generally realised. To most people, probably, it is but the place where strange and somewhat forbidding rites were performed by a heathen priesthood. Our forefathers held a less prosaic view, for they told tales of how Merlin the enchanter bore the great stones from Ireland and set them up on the plain, by the magic of his wonderful wand! But what appears to be the first mention of these stones, in a book, was by Nennius, in the ninth century. And, according to him, they had been erected in memory of 400 nobles who had been treacherously slain by Hengist in the year 470. As a matter of fact, they were of hoary antiquity even then.

Whence, then, came these stones? And by whom, and for what purpose, were they set up? Those of the outer circle were probably collected on Salisbury Plain, but those of the inner circle have a different history. The altar stone is of Old Red Sandstone, but the rest are Diabase, Felsites, Hornstones, and Schists. Igneous rocks such as these, found in a country consisting mainly of chalk and Tertiary strata, would have been considered valuable, and probably endowed with magic properties; hence their employment in this inner circle. Transport in those far off days, nearly four thousand years ago, if not longer, must have been of a primitive character; and it is therefore difficult to imagine how blocks so large could have been conveyed from a distance. Professor Clement Reid suggests that they may have come from a wide plain at the mouth of the Avon, then two or three miles further seaward. From thence they were rafted far up the navigable fjord, not yet silted up, and were only carried a short distance uphill. Be this as it may, it is evident that the builders had a great, serious purpose before them, and that they represent a new race within our borders, bringing with them a new culture. For associated with these stones we find burial-mounds showing very different types of interment. Some of the bodies which have been found were laid to rest in a sitting or crouching posture, as was the custom of the early, but not the earliest, inhabitants of these islands. Some were buried in an extended position, as is the custom to-day, while others had been cremated before interment. These incinerated bodies were those of the new race, who brought with them not only this method of disposal of the dead, but also the cult of the megalithic monument and its associated ritual. They were, in short, the earliest of the "Bronze-Age" men to settle in these islands. They probably established themselves rather by the method of peaceful penetration than as armed invaders; but their advent was fraught with tremendous consequences; for they brought with them not only new religious ideals, but the art of using metal, in the shape of bronze. But Stonehenge does not represent the first of these immigrants, as witness the "Dolmens" found scattered all over the British islands. These are large megalithic tombs consisting of a flat cap-stone, supported on upright stones, usually three in number. They are frequently, but erroneously, regarded as Druidical "altars."



WEALTH FROM THE SPITZBERGEN SEAS: A WALRUS-SLOOP SAILING HOME FROM THE ARCHIPELAGO.
Photograph by Newspaper Illustrations.

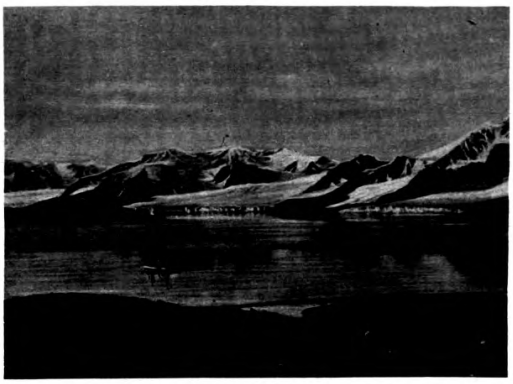


ANIMAL RESOURCES OF SPITZBERGEN: A HERD OF LAPP REINDEER, WHICH ARE PLENTIFUL THERE.
Photograph by Newspaper Illustrations.

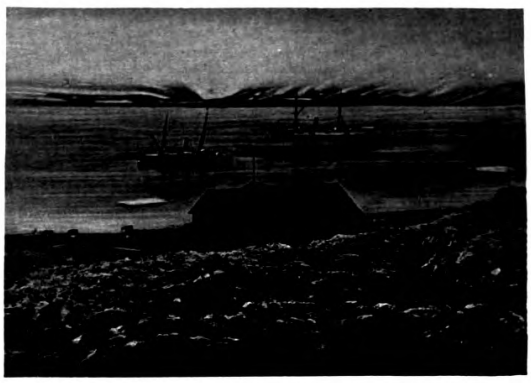
Fortunately for us, it was the custom to inter the dead with the weapons they used during life, and hence we have recovered a vast collection of stone instruments, many of exquisite workmanship, besides pottery in the form of funereal urns, incense-pots, and drinking-vessels. Some of these are very crudely made; others are ornamented with rough patterns and writing so far undecipherable. Such accessories enable us to identify those who made them with the dolmen-builders of Western Europe, who seem to have been inspired by the architectural triumphs achieved by the Egyptians as a consequence of their newly acquired art of using metal tools. Their rough attempts to follow suit, which are found all over Europe, seem to show that the spread of the new cult was accompanied neither by a similar fertility of ideas nor by the possession of the necessary metal tools. Stonehenge, then, is, indeed, a landmark in our history of prime importance; and this being so, we should be profoundly grateful to the donor.—W. P. Pycraft.

WHERE THE BRITISH FLAG HAS AGAIN BEEN HOISTED: SPITZBERGEN.

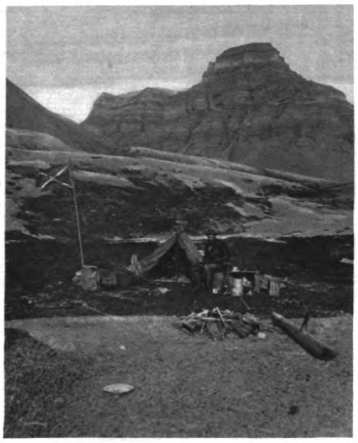
PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



ANNEXED BY ENGLAND IN 1614, IN THE REIGN OF JAMES I.: SPITZBERGEN—A VIEW IN RED BAY.



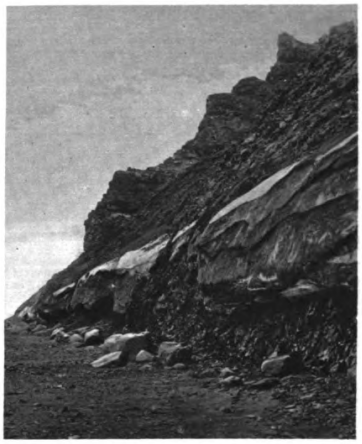
SPITZBERGEN AS A BASE FOR EXPLORATION: A RUSSO-SWEDISH ARC-OF-MERIDIAN EXPEDITION; AND THE NORTHERNMOST HOUSE.



THE SCOTTISH SPITZBERGEN SYNDICATE CAMP: DR. RUDMOSE BROWN AT PRINCE CHARLES FORELAND.



A TYPICAL BUILDING TO BE SEEN IN SPITZBERGEN: PIKE'S HOUSE.



SPITZBERGEN'S MINERAL WEALTH: PART OF THE SCOTTISH SYNDICATE'S CLAIM.



TYPICAL OF SPITZBERGEN'S VAST MINERAL DEPOSITS: A GYPSUM AND COAL CLAIM OF THE SCOTTISH SYNDICATE.



SPITZBERGEN AS A CENTRE OF VALUABLE FISHERIES: A WALRUS-HUNTERS' "BAG" FROM THE BARENTZ SEA.

Some months ago an expedition went to Spitzbergen under British Government auspices, and on October 3 it was announced that the British flag had been hoisted at Ebeltoft Harbour, and the German wireless station there destroyed. This station was erected in 1910, when Prince Henry of Prussia and the late Count Zeppelin were in Spitzbergen experimenting with airships. On the outbreak of war, the German staff dismantled it and hurried home. Spitzbergen, besides being immensely rich in coal, iron, and other minerals, might, with its excellent harbours, be made into a naval base. A clause designed to give Germany control of it was inserted in the Russo-German Brest-Litovsk Treaty. When the war began, an international conference sitting at Christiania to decide the future of Spitzbergen came to an abrupt end. In 1614, in the reign of James I., Spitzbergen was annexed to the English Crown, but the settlement was apparently abandoned, and became a *terra nullius* or "No Man's Land." Large mineral claims there are now held by the Northern Exploration Company, of London, and the Scottish Spitzbergen Syndicate, of Edinburgh; others by Norwegian, Swedish, and Russian enterprises.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY CORKE, ELLIOTT AND FRY, WALTER SCOTT, FRASER, BACON, BEAUFORT, WALSHAMS, J. WILLIAMS, LTD., URWIN, VANDYKE, DAVEY.



LIEUT. G. F. DELMAR-WILLIAMSON, Black Watch and R.A.F. Son of Mr. F. Delmar-Williamson, Cheltenham.



LIEUT. R. M. HAMMOND, R.F.A. Son of Mr. W. H. Hammond, of Bayham Road, Sevenoaks. An old Tonbridgian.



LIEUT. SIR JOHN BRIDGER SHIFFNER, Royal Sussex Regt. Killed while on active service. Aged nineteen.



2ND LIEUT. E. V. AUSTIN, Royal Air Force. Son of the late Mr. and Mrs. Austin, of Singapore. Aged 23.



LT. PERCY TURNER SUTTON, R.G.A. Of Corfe, Bath Road, Maidenhead. Son of Mr. Charles Turner Sutton.



LIEUT. E. H. BOWER, York and Lancaster Regt. Has been reported as having been killed in action.



2ND LT. A. L. GWYNNE JONES, R.G.A. Only son of Lieut.-Col. J. A. Jones, High Sheriff of Glamorgan, of Ty Dyfrig, Llandaff.



LIEUT. L. G. S. LUDLOW, King's Own Yorkshire Light Infantry. Has been reported killed in action.



LIEUT. JOHN EDWARD BECKER, Royal Engineers. Has been reported as having been killed in action.



BRIG.-GENERAL GILBERT B. S. FOLLETT, D.S.O., M.V.O., Coldstream Guards. Killed in action.



MRS. MARGARET GIBSON, M.M., Administrator of Q.M.A.A.C. The first W.A.A.C. to be awarded the Military Medal.



CAPT. W. E. DAWSON, R.A.F. Second son of Mr. and Mrs. William F. Dawson, Llantarnham Hall, near Newport, Mon.



CAPTAIN VALENTINE TAYLOR, Royal Warwickshire Regt. Killed in action. Mentioned in despatches.



CAPT. A. L. THOMAS, London Regt. Youngest son of Mrs. Thomas, Belmont Park, Lewisham.



CAPT. R. J. S. SEDDON, N.Z. Rifle Brigade. Eldest son of the late Right Hon. R. J. Seddon, Prime Minister of New Zealand.



LIEUT. A. H. MOSS, Australian Infantry. Perished on board a vessel torpedoed by the enemy.



LIEUT. W. T. FOTHERGILL, R.A.F. Second son of Dr. and Mrs. L. Fothergill, of Cowpen, Blyth, Northumberland.



LIEUT.-COL. R. A. WEST, D.S.O., M.C., Tanks Corps; and Captain in the Cavalry Special Reserve.



LIEUT. E. R. G. WOOD, North Staffs Regt. Only son of Mr. and Mrs. Ernest Wood, of Highlands, Harrogate.



LIEUT. EDWARD V. POWER, Canadian Infantry. Born in Hamilton, Ontario. His home was in San Diego, California, U.S.A. Killed in action.

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HAVANA CIGARS

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Brand on the Box

It ensures the choicest Havana Cigars. It is the registered brand of LA CORONA Cigars, the luxurious productions of the far-famed La Corona Factory. Be on your guard against imitations. Whatever size of LA CORONA Cigars you seek, identify them by this brand on the top of the box lid.





This is the exact size and shape of a LA CORONA *Bouquet* —the ideal smoke for the morning or after lunch.

LA CORONA *Bouquets*, or the *Bouquet* size of La Corona Cigars, is the ideal fine cigar for morning smoking or after lunch. It is made only by the highest skilled Cuban Cigar Makers from choicest leaf specially selected for this size —*Bouquet* perfection in fact. If you want a LA CORONA, ask specifically for it, whether—

LA CORONA *Bouquet*,
LA CORONA *Corona*,
LA CORONA *Half-a-Corona*,
LA CORONA *Petit Duc Extra*
—the popular LA CORONA sizes.

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The Havana Cigar and Tobacco Factories, Ltd. (Successors to Alvarez Lopez & Co.), will take immediate proceedings against all persons selling, in response to orders for LA CORONA Cigars or CORONA Cigars, or LA CORONA *Corona* Cigars, or CORONA-*Corona* Cigars, any cigars that are not genuine LA CORONA Brand Cigars of the Company's manufacture. Please communicate to me any attempt to pass off other cigars as LA CORONA or CORONA or CORONA-*Corona* cigars.

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BOCK, HENRY CLAY, CABAÑAS,
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NOTICE TO THE TRADE

Owing to shipping difficulties Cigar Stocks are low. If you have a good stock of LA CORONA Cigars and will advise me, I shall be pleased to refer to you customers who have difficulty in finding them.

LADIES' NEWS.

PEPYS'S walk down Bond Street is a necessity now if we would enjoy the attractions of that celebrated thoroughfare. The question of reviving sedan-chairs has been discussed. If there were anyone to carry them, there is no room for them to be carried. Travelled members of our sex have thought of rickshaws. There is no one left here young enough to run with one; and, if there were, they would survive few journeys among motor-'buses and lorries and occasional steam-engines, and other fearsome things in traction now frequently in our streets. A recent thrilling addition were the big guns out to be fed. Pepys was right; a walk down Bond street is vastly diverting. Never was it more so than now, when feminine ankles are so neat and variously clad, and feet so daintily shod, and hats so beguiling, for they attract without divulging—which is particularly 'cute and tantalising of them. There may be plain faces under fascinating headgear, but no one supposes so.

Writing of Bond Street in a frivolous way carries the thoughts to the luxurious manner in which some of our wounded heroes are enabled to enjoy the life of our streets and the never-failing allure of shop-windows. Such thoughts travel gratefully to the world-renowned firm of Carter's, where every kind of invalid chair is provided. A visit to 2-6, New Cavendish Street sheds a light on all we owe to the enterprise, ingenuity, and long study to relieve pain which has resulted in these beautiful and most comfortable conveyances. There is no room for sedan-chairs or rickshaws, it is true, but there is room for the wounded soldier, sailor, or airman in his chair, whether an up-to-date one called Bath, or a lying-down one, or a self-propelled one. Of course there is room, for these men have been wounded in fighting for room for us to live. What we are pleased about is the luxury and beauty of their means of moving.

There are some things that people must have in war time; we may be economical with them, but we must have them. First among these is a supply of fresh, beautiful linen for the house and for the person. One knows that now one should save laundrying; but one must, above all, save one's self-respect. Robinson and Cleaver, at their great Linen Hall in Regent Street, help us to do so by continuing to offer, at moderate prices, beautiful table and bed linen, and also lingerie of the daintiest and most charming. As for handkerchiefs, there is no place, for good value and variety of choice in them, in all this wide world like Robinson and Cleaver's. Nowadays women use crêpe-de-Chine, georgette, and other soft and silky fabrics for night-dresses and under-clothes. This firm, always in the van of progress, have most beautiful models of these, trimmed with real filet and with Valenciennes lace and pretty ribbons, which are attracting the favourable attention of womenkind.



A FASHIONABLE WRAP.

Made of black satin, with grey satin collar and lining, this cape is a good example of an attractive outdoor wrap which is both picturesque and useful.

We all have to use public conveyances these days, for taxis are scarce, and the good humour of their drivers is said to be still more scarce. A new handicap is about to be added to our comfort in 'buses and trains. It is, in two words, winter overcoats. Whoever spaced out the room gave no thought to these. Women, too, are getting their furs out; and fighting men are donning their British warms or lined trench-coats. This means that everybody is to be just half as big again as everybody recently was. No extra accommodation has been provided, and the crowding will be as great as ever. Well, we must take our comfort in our good news, and feel that we are on the way to normal things again.

There is one form in which flappers receive and deserve only the highest praise. It is when they are sardines. Every larder should have some tins of these delicious little fish in store; they are really sardines—not some other little fish camouflaged in oil. This brings out another point: the oil is pure, and it is rich—therefore very nutritious, and specially valuable in these days of fat-shortage in our diet. The ways in which Flapper sardines contribute to the daintiness and succulence of meals are innumerable. There is nothing nicer than a Flapper sardine on toast, unless we can get a Hun in that position—which is from a different point of view, and which is, happily, being done wholesale. Then sardines in fish sauces save us from getting tired of fish as food. Sardines in salads—in fact, sardines in dozens of ways—help to make dishes palatable, easily digestible, and very nourishing; but, to be sure of the best, it is as well to ask for Flapper!

Is it an injustice to our sex that women are not received as students at the Royal Veterinary College, nor can they obtain diplomas as veterinary surgeons? If we can become useful, and even distinguished, members of the human surgical and medical profession, why not of the animal faculty? What a fine living it would provide for women; how useful qualified women vets. would be in the Colonies; and how much their patience with and love for animals would help them! A. E. L.



USE IT ON YOUR HANDS and FACE

last thing at night and you never need worry about your appearance.

BEETHAM'S

La-rola

(The best substitute for Glycerine)

is a natural skin food and 'emollient, which takes away all the tell-tale traces of housework—red and roughened hands, etc. It is a thing which every housewife should know about. The work *must* be done, but you *can* use LA-ROLA and yet retain a complexion and hands second to none for softness and delicate whiteness.

La-rola is quite economical at 1/1½ per bottle because it goes a long way. It is so good that all chemists and stores sell it.

PALE COMPLEXIONS may be greatly improved by just a touch of "LA-ROLA ROSE BLOOM," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-



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Woollies

'The Garment Indispensable'

These Woollies have not grown famous without sufficient reason! A Harrods Woollie, now that the nip is in the air, is more of a necessity than ever. For Service Man or Civilian, indoors or out of doors, town or country, there is no other garment more thoroughly acceptable, and Harrods offer the widest choice in the kingdom.



Favourite "Woollie" Styles:

The illustration shows a Khaki Regulation Woollie of Best Scotch Wool, with sleeves. It is specially adapted for wearing under the uniform, and is really excellent value at 35/-

Natural Cashmere Woollie, best quality, sleeves and two pockets. In hunting yellow or in khaki 45/-

Brushed Woollie in plain, coloured, and fancy mottled mixtures, with sleeves and four pockets 45/-

Best Quality Brushed Wool Jacket, sleeves and four pockets. All the newest tints of blue, green, purple, natural, brown, khaki, yellow, etc. .. 75/-

Carriage Paid in the United Kingdom.

HARRODS LTD Woodman Burbidge Managing Director London S W 1



ON GUARD

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TO KEEP SAFE: TO PROTECT: TO DEFEND.

"Who steals my purse steals trash . . . . . but he that filches from me my good name . . . . . makes me poor indeed." This gem of wisdom is as true to-day as when first spoken.

A manufacturer's "good name" is represented by the character and value of his products and by his reputation for fair dealing. His Trade Marks, or the names attached to his products to ensure easy and certain identification by the consumer, evidence his faith in their superiority or value in actual use. The maker's "good name" in this way comes to be represented by his Trade Mark, which steadily grows in value as his goods spread into public use.

Tootals Guaranteed Fabrics are all selvedge or otherwise marked, and have acquired an unrivalled reputation and demand all over the world. Because the Tootal Trade Marks have thus developed into enormous value, Tootals may be depended upon to remain vigilantly "on guard" to prevent the slightest deviation of the quality of all of the goods so identified. The public may therefore continue steadily to buy any of them (see list on this page) with every assurance of satisfaction.

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AND TOOTALS ARE ON GUARD

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ONE OF THE
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TOOTAL CLOTH: The Guaranteed Velvet Fabric, equal to silk velvet for graceful draping. Rich colors that will not rub off. Plain and Corded, 27 inches wide.

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TOOTAL PIQUÉ: White and indelible colors 43/44 inches wide.

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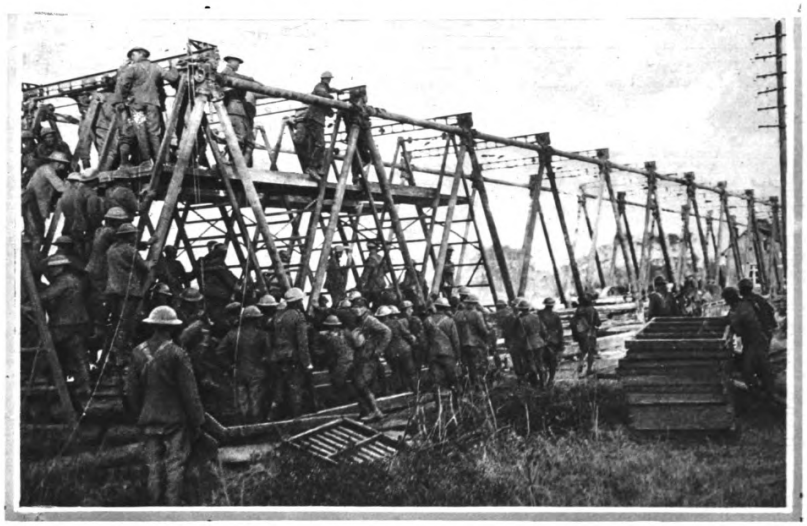
TOOTAL BROADHURST LEE CO., LTD.

COLLECTED POEMS OF RUPERT BROOKE, WITH A MEMOIR.

RUPERT BROOKE has taken his place among the great unfulfilled of English poets, along with Keats and Shelley, Marlowe and Chatterton. He did not beat his music out—did not develop so quickly as Keats, who died at an even earlier age. It was not till the war stirred him to the depths that he found his full powers, and then fate gave him no time to use them. Therein lies the tragedy of his death at Scyros, on his way to fight the Turks in Gallipoli. The record of his life and work has been given with admirable skill and sympathy in "The Collected Poems of Rupert Brooke, with a Memoir" (Sidgwick and Jackson), and a special word of praise is due to the biographer, Mr. Edward Marsh, who, with rare self-effacement, has withheld his name even from the title-page, and allows his hero throughout, as far as may be, to be revealed in his own letters or through the words of other friends.

The book is illustrated with two excellent portraits. It is a wholly satisfying memoir, and, along with the "Letters from America," forms an adequate and intensely interesting account of Rupert Brooke's career and character. In taking up the story of his life, the reader familiar with his poems is moved by two main anticipations — what light of fact will it throw on the various romantic experiences adumbrated in his verse, and what estimate will it suggest of his potential career if he had lived? The first question is answered only in part. There are no love affairs, only friendships; and the poet himself extols friendship above passion, although when war brought near to him the prospect of death he regretted, more than artistic aspirations quenched, the fact that he was unwedded and would leave no sons. Not till then did he desire marriage.

As to the second question, the memoir confirms and strengthens the great promise of the poems: it leaves the impression of uncommon genius arrested on the threshhold of achievement. The collected poems add but little to those already published, though the fragments of an unfinished ode-threnody on England, given in the Memoir, suggest high possibilities. It is rather in the personality shining through the letters that we feel the promise of greatness. He might have turned to poetic drama, to which his theatrical experiences at Cambridge and his study of the Elizabethans seem to point, or he might have become a novelist. His humour, here visible so delightfully in every page, was strong, frank, and full-blooded, and his sympathies were of the widest. To the eyes of few poets had the earth unfolded so much of her beauty: he was rich in travel, and knowledge of men and women. He came home from his world tour crammed with multitudinous impressions, and, before he could assimilate them and use the vast material ready to his pen, war hurried him to a premature grave. The loss to English literature is beyond our computation.



ON THE WAY TO CAMBRAI: CANADIANS CONSTRUCTING A BRIDGE ACROSS A RIVER ON THE ARRAS—CAMBRAI ROAD.
Canadian War Records.

Almost every day brings its record of officers who have been awarded the Military Cross or some other recognition of gallantry and devotion to duty. Among the recipients recently was Sec. Lieut. J. H. Umney, Gen. List and R.A.F. During recent operations he destroyed five enemy machines. By his untiring energy and keenness, both in the air and on the ground, he set a splendid example to other observers in the squadron, and greatly helped his pilot in successful encounters.

All interested in horology, and that wider public which follows the adventures of such enterprises as Sir Ernest Shackleton's late expedition with admiration, will be interested to know that the well-known watch and chronometer makers, S. Smith and Son, of 6, Grand Hotel Buildings, Trafalgar Square, and 68, Piccadilly, W., have received a most gratifying letter from the Captain, S.Y. *Endurance*, who says, "I have great pleasure in informing you that all the chronometer-watches supplied by you to the Shackleton 1914-17 Expedition to the Antarctic worked perfectly, and had reliable rates under very arduous conditions, both while the ship was afloat and afterwards sledging across the floe when the *Endurance* had been crushed and sank. The chronometer I have handed you for overhauling is the one that I carried personally. . . . I am now going to take it again with Sir Ernest Shackleton on the Murmansk Expedition."



THE AMERICAN 'DOUGH-BOY'S' PLAINT:

"Can't make nothing of this gol-darned French phrase book. All about the wooden leg of the gardener and the pens of my aunt, and that kind o' junk. Ain't no phrases a fellow 'd likely be needing, like "You got nice eyes, kid"; 'Say, ain't I seen you before some place?' or 'Give me a packet of 'Army Club' Cigarettes, *quick!*"

"CAVANDER'S
Army Club"
CIGARETTES.

Sold by all the leading Tobacconists and in all the Canteens.

20 for 1/1 50 for 2/8 100 for 5/4



Less Coal this Winter means more Colds & Sore Throats

IT can't be helped—the authorities are doing everything possible to prevent it—but there *may* be days ahead when the snow is on the ground and the wind whistling round the house, while you and the children are huddled over "a miserable fire"—or perhaps even an empty grate.

Of course you will endure it cheerfully—but remember this: lack of bodily heat lowers your resistance to germ attack; hence the usual cold-weather epidemics—Colds, Sore Throats, Influenza, and other microbic diseases.

That is why you should keep Formamint handy and take it at the first sign of bodily chill, throat irritation or suspicious sneezing. As a remedy, it brings comfort and healing to the sore membranes whilst killing the causative bacteria. As a pre entive it checks the incipient disease—stops the infection spreading—and, if taken *daily*, makes your mouth and throat as germ-proof as possible.

Ask the chemist for real

Formamint

Give Formamint to the children too—it's as harmless as sweets and no less attractive to their palates—and send it to the fighting-men, who are more exposed than any of us to Colds and Sore Throats.

But there is a Formamint-shortage, as well as a coal-shortage; so order your winter-supplies *now*, while you can still get it at the pre-war price: 2/2 per bottle of 50 tablets.

GENATOSAN, LTD. (British Purchasers of the Sanatogen Co.)
12, Chenies Street, London, W.C. 1. (Chairman: The Viscountess Rhondda)

TOILET TABLE TATCHO TALKS



Mr. GEO. R. SIMS said to the Editor of "Daily Mail": "Ladies confirm my good opinion of TATCHO."

Princess Eugenie Cristoforos-Palæologue, Lady Sykes, Lady Collins, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states:—"I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged, I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

For years past the medical profession has been advocating the use of the world-famous hair-remedy discovered by the eminent author and philanthropist, Mr. G. R. Sims.

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brilliantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims's Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

A SHEFFIELD PHYSICIAN writes:

"It will be my pleasing duty to recommend your treatment for the hair whenever opportunity offers, because the whole system is to my mind based upon the most rational lines."

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

TATCHO
The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.

THE TATCHO HAIR HEALTH BRUSH FREE,

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, has set aside for trial purposes 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes, the latest scientific achievement in hair-brush construction. The cost of this unique brush is 5/6, but one will be sent free when six bottles of Tatcho are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that this preparation is made according to the formula recommended by me."

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere, **1/3** *and* **4/6.**

ENGLISH OR PLAIN UNITED STATES?

BY J. M. C. H.

IF there are forty-five million people in the British Isles speaking English more or less imperfectly or perfectly, as you will, there are over one hundred and ten millions in the United States doing the same thing. But in America there is something more than this, for Americans have also a language of their own, which they like, on occasion, to term plain United States, which, though using the same English words, expresses quite a different meaning from that understood over here.

Take such an ordinary word as "homely." Now, that in America means plain or ordinary-looking, and not home-like or "comfy." There is, too, the somewhat similar American word "ornery," which means common or rough—almost rude—but not ordinary. Or, again, the word "angry" is usually expressed in America by "mad"; "very angry" becomes "mad clear through"; and "angry with" becomes "mad at." To go riding in the States means driving; if you mean on horseback, you say so; and if boating, "boat-riding," and so on. There are, of course, social circles in the big cities where English words are given their exact English meaning.

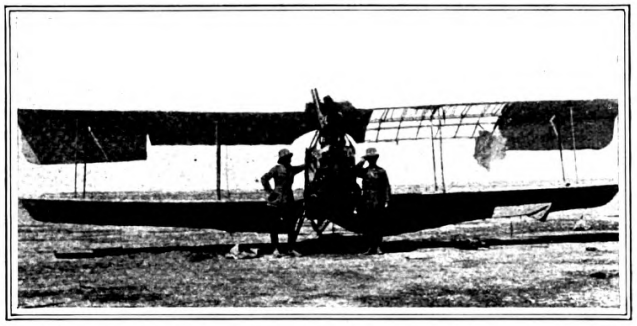
On the other hand, many good old English words, dating several centuries back even, are found in good general use. There is too much general use of words common in England in the early Victorian period. You never hear "drawing-room" in everyday America; it is always "parlour"; and the expression, "I have company," or, "she has company," is the universal one in everyday households, rich or poor, to indicate the presence of visitors. Of words differing in their meaning according to the side of the Atlantic on which they are used, the following may be noted: boots are always called shoes, and low shoes are known as "Oxfords"; the bowler hat is universally known as "a Derby," and Homburg and Alpine hats become "Fedoras"; to rent means to let; when you let rooms you "rent rooms." There is no such expression as "mate" in the States; it becomes "partner." Governor is invariably "boss" among the people at large; while in business offices it becomes "the chief"—or "the old man," if he is well liked. In family circles the head of the family is plain "father," or "dad," and sometimes also "the old man." All women, no matter what their age, are "the girls" in America. Harness-reins are known as lines.

It is curious to hear a sedate American, even a prosperous merchant, say "Well, I must kip along" when he must be going on his way. All shops are "stores" in America, be it in the smallest hamlet. But all women go shopping. There are "shops," of course, in the big cities; but they are of the "classy" (that is, exclusive) kind. An English frock coat is always known as a "Prince Albert." This is one of the early Victorian survivals. The topper, or silk hat, is known as a "stove pipe"—when quite polite, a top hat. A waistcoat is invariably a vest, and trousers throughout the length and breadth of America are merely "pants."

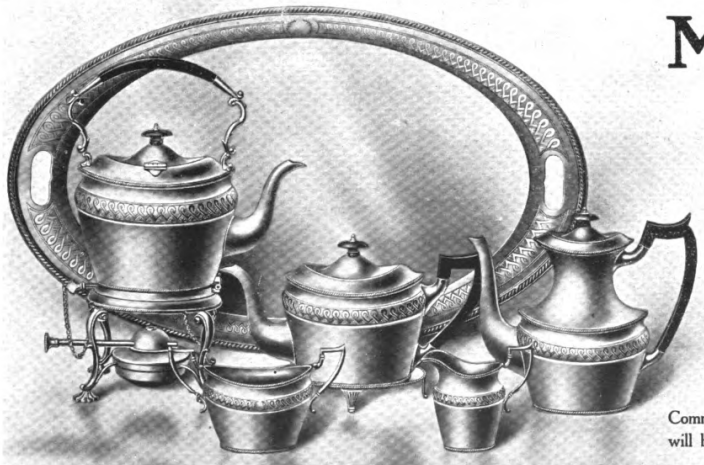
"Clever" means kind or good-natured; "cunning," pretty or nice; and a bug means an insect of any kind, from a June bug or lady bug to a Norfolk Howard. Then there are the phrases and the slang. A book, and it might be a big book, is asking to be written upon curiosities of common conversation, and the picturesqueness of slang. There are many terms and phrases, not only in America but in our own talk, which may well be considered more expressive than orthodox phrases. Some day it will be done, but the subject is inexhaustible.



WITH THE BELGIANS ON THE WESTERN FRONT: WATCHING THE PRISONERS COME IN.—[*Belgian Official Photograph.*]



WITH THE FORCES IN MESOPOTAMIA: A TURKISH 'PLANE BROUGHT DOWN BY GUN-FIRE.



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A SOCIETY WOMAN'S TOILET TABLE.

By "ESTELLE."

I WAITED in a charming boudoir while a slim parlourmaid hurried away to announce my arrival.

I had not seen Juliette since we both left school, though we had corresponded all the time, and it was with a tiny feeling of shyness that I prepared to meet my friend as the wife of an English peer. She must have changed, I supposed. I remembered her at eighteen as a merry but rather unprepossessing schoolgirl, dressed in the ugly convent uniform, her straight, straggling hair brushed straight back from the forehead, with the sallow skin which so many French girls possess. Her charm of manner and her great dark eyes with their long, curling lashes were, indeed, a counter-attraction, but the very length of those lashes was the sign of too-easily growing hair, and a dark, downy growth spoilt her pretty mouth. I could see no photograph in the room which looked in the least like Juliette.

The door opened, and a lovely woman, dressed in a filmy "tea-frock," came in. I was conscious of a sort of soft rush, and realised dimly that Juliette was embracing me.

"My dear-rest Helen," she exclaimed, with that pretty difficulty with her "r's" that I remembered so well. "You do not r'recognise me, no?"

She stepped back, laughing.

"I don't believe I do," I said. "How lovely you 've grown."

She had. Her skin was as clear as a child's, the downy growth had entirely disappeared. I had never noticed what a pretty mouth she had. There was a tiny flush in her cheeks which was delightfully becoming, and which gave value to her shining, dark eyes, whose lashes seemed longer than ever. Her hair was no longer strained back from her forehead, but waved round her face in enchanting little curls.

"Come and take your things off," she smiled, and led me to her pretty bedroom.

As I took off my hat and tidied my hair, I looked round for a powder-puff. The dressing-table was strewn with gold-topped jars and flasks, but there was not a sign of powder or puff anywhere.

Juliette saw my dismay and laughed.

"I gave up powder some time ago when I was a V.A.D. I had to get used to avoiding it as unsuitable. Have some cleminite instead."

She offered me a slim bottle full of a rosy liquid.

"Rub it on your skin; you won't want any powder. It won't make you pink, if that 's what you 're afr-raid of."

I applied a little, and was delighted with the result; my skin felt beautifully cool and velvety—and looked it.

"Where do you get it?" I asked. "I suppose it 's horribly expensive?"

"I make it," she explained, "for two shillings and sixpence; I buy a packet of cleminite at the chemist's, pr-retty stuff, like pink sugar. I dissolve it in water, and, *voilà*, two bottles of the nicest beauty lotion Iknow of.

"Whatever 's this?" I asked.

"That is pheminol," she said. "He smells dr-readful, but he is my very good fr-riend. You remember I had such an ugly moustache? Well, I used pheminol once, and it all came out, never hurting my skin a bit, though maman made me try all sorts of painful things before. Then I put on a little tekko paste, and I have never been troubled with superfluous hair since. Hair is so funny, isn't it? It grows in all the *wrong* places, and then gets thin on one's head. Mine got thin, but since I used a tonic made of boranium (you can get it at the chemist's) and bay rum it has grown so nice and thick. Maman uses bay rum, too, but she prefers to dissolve tammalite in it, and all that grey hair has quite disappeared. Her hair looks just like mine—of course, we both shampoo with stallax granules, there 's nothing so delightfully cleansing."

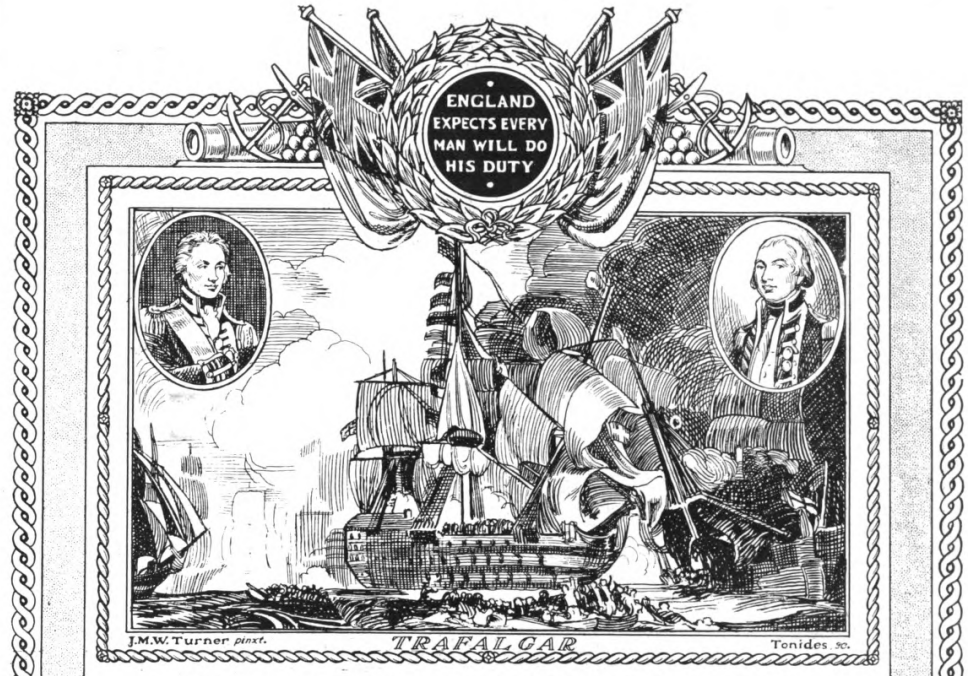
I came across a jar filled with a white substance like solidified cold cream.

"What 's this, Juliette? Forgive my horrid curiosity, but I 'm most dreadfully inquisitive about your beauty secrets."

"Just plain ordinary mercolised wax. Never heard of it? Well, I couldn't do without it. A ver-ry clever person who knew I was fond of those scented creams one pays such atr-rocious prices for, once said to me, 'No wonder you 've a bad skin; it doesn't get a chance to breathe; you clog all the pores with waste matter, and your skin turns yellow and shrivels up just like a plant without water.' That set me thinking; now, instead of adding to my skin, I take away from it. Subtract your skin and the answer is a nice complexion," she laughed. "Mercolised wax absorbs all the ugly, soiled outer cuticle, invisibly and painlessly, of course, and leaves the nice, fresh new skin underneath. Isn't it wonderful?"

I was amazed. "But where do you get it?" I asked.

"Any little chemist has it in stock; you 've only got to ask for it. Oh, I *must* tell you about stymol. Do you remember I was always getting those hateful blackheads, besides having a face that shone like luminous paint in the dark? I 've discovered that they are simply the result of enlarged pores. I bought some stymol tablets—you see, I always keep some by me—and I dissolved one in water, bathing my face in the sparkling mixture. The blackheads were loosened at once and came right out on the towel. Now, I bathe my face from time to time with this lotion, and I find that it closes the pores. I never suffer from oiliness or blackheads now."



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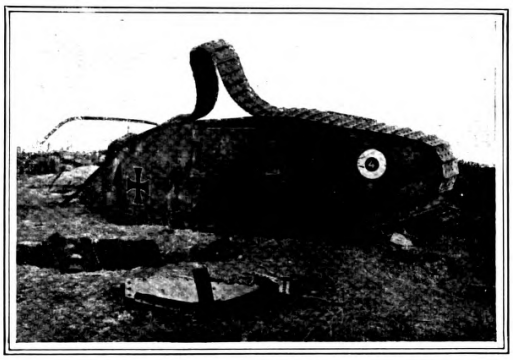
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NEW NOVELS.

"A Romance of the Western Front."

This extract from the life and letters of a woman who loved a soldier enables Mrs. Gabrielle M. Vassal to take her readers from Marseilles to the Somme; and, when she wearies of them, leave them, with the rest of a story not yet ended, in Salonika. "A Romance of the Western Front" (Heinemann) is the history of a woman's passion and vacillation, and it may be that Isabelle is meant to dominate our interest. She does not. In such a setting, no woman could. The scenes of war, by night, on lorry-crowded roads; by day, in the trenches of Verdun—these are the things which make the book.

They occur, for the most part, in the letters of Isabelle's lover—the letters in which he pours out his jealous devotion and the desires of his unsatisfied heart. How much of all this is fact, and how much fiction? We should not like to give an opinion. It is a curious story, and ragged enough to be truth thrusting its elbows through a convenient form too worn and outgrown to withstand it. Occasionally we catch a useful glimpse of a stereotyped Continental criticism. For example—"It [the loss of the *Lusitania*] was what one might have expected, and I cannot yet understand why, when the attacks of German submarines are unfortunately so effective, English shipowners allow such ships to make the journey." Anyone in touch with the French or the neutral world in 1915 will remember hearing that remark, or others very like it.



THE ENEMY'S LAND-SHIPS: A GERMAN TANK DESTROYED BY FRENCH ARTILLERY. [*French Official Photograph.*]

"Wren's Wife." Mr. Cyril Russell has, by the title-page, written another novel before "Wren's Wife" (Collins), but it has not been our fortune to come across it. His new book shows him to possess qualities unusual in a new writer, and still to indicate a reserve of literary ability to be drawn upon, no doubt, when the larger purpose develops itself. "Wren's Wife" is small, a fine-drawn thread of plot strung into some excellent character-drawing. It is so neatly managed that the flaw in the story is kept well in the background—to wit, that while Wren the drunkard might be tolerated, and even forgiven, Wren the cad was inexplicable as the friend and husband of the people upon whom Mr. Russell inflicts him. He was not, and did not become, a full-fledged genius; and, as he is drawn, his potential powers are less conspicuous than his soiled shirt, his aggressive rudeness, and his egoism. We are given to understand that men (and women) found him interesting. But there is no bore like the complete egoist; and Wren had every defect of his species, and was a thorough bounder into the bargain. Perhaps it was the malice in his personality that intrigued the gentle and altruistic A. M.? The author makes much of it. These reflections will serve to show that there is matter in the book to give rise to argument. In other words, whether Wren were an interesting fellow or whether he were not, there can be no doubt that his creator has written a novel distinctly stimulating to the critical intelligence.



THE ENEMY'S LAND-SHIPS: ANOTHER VIEW OF A GERMAN TANK DESTROYED BY FRENCH ARTILLERY.—[*French Official Photograph.*]

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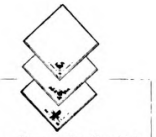
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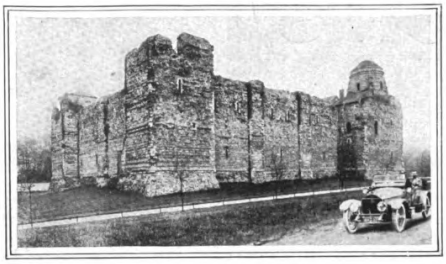
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THE CHRONICLE OF THE CAR.

The R.A.C. and A.A. to Come Together?

In *The Illustrated London News* of March 10 last I commented upon a suggestion made by the *Auto* that the R.A.C. and the A.A. should join forces. A week later I discussed the question more fully, and agreed that, although the scheme presented difficulties, these ought not to be insuperable, and that it would be an excellent thing for motordom if some such arrangement could be brought to pass. So far as I know, the *Auto* and these notes had the field to themselves. There was a curious conspiracy of silence regarding the matter, which at the time I thought was due to the startling nature of the proposal. Whatever the reason, none of the automobile journals or commentators discussed it, and it is therefore the more humorous to see now that the *Motor* appears to be indulging in what Lord Curzon once aptly described as the intelligent anticipation of events before they occur. It has learnt, apparently, that the seed did not fall on barren ground, and that the suggestion was actually followed by *pourparlers* which, before long, may result in an announcement that some arrangement has been arrived at on the lines of the *Auto's* suggestion. In its current issue, the *Motor*, as a really original idea of its own, suggests that now the war is drawing to an end the two bodies named should come together and make a peace gift to the motoring community of an amalgamated association representative of all the good interests of motordom. Truly an excellent idea, but it does strike me that the *Motor* would have displayed better taste if it had frankly acknowledged that it was to its contemporary the *Auto* that the credit was due for the initial suggestion which is likely to result in a *rapprochement*. However, that is merely by the way. I cannot say just how far the matter has gone. It has been discussed between the two bodies concerned, and we shall doubtless know the full result before long. Nor do I know precisely why any reference has been made to it at the present juncture, since these premature announcements—or *ballons d'essai*, as the case may be—are not always calculated to assist the desired result. However, in the present instance the cat is out of the bag, and no more harm can be done by the discussion of the subject at large.



AN ANCIENT CASTLE AND A MODERN CAR: A NAPIER OF TO-DAY.
The contrast between the old Castle of Colchester and the six-cylinder Napier, modern as can be, is instructive. The car has traversed the passes of Switzerland, France, Italy, and Austria, without a single breakdown.

A Splendid Ideal.

If this fusion of interests should come about, as there is more than a little reason to think it will, it will

[Continued overleaf.

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Vickery's "Perfection" Alarm Watch; most simple to use, high-grade movement, and thoroughly reliable timekeeper. Luminous Hands and Figures.
Nickel or Oxydized Case,

£5 5s. 0d.

Vickery's Active Service Nickel Alarm Wrist Watch, Luminous, Dustproof, £6 7s. 6d.
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PROTECT YOUR WRIST WATCH
WITH A
WRIST WATCH "Mesh-Guard"
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See that the name "Mesh-Guard" appears on every Mesh-Guard.
BRITISH MADE.
NEAT—ORNAMENTAL—SIMPLE—STRONG
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Don't restrict your use of Lea & Perrins' Sauce to Meat; try it with Vegetable and with Egg Dishes, Cheese and other War-time fare.
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TRY IT IN YOUR BATH
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SCRUBB'S CLOUDY AMMONIA
INVALUABLE FOR TOILET AND DOMESTIC PURPOSES
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The "MORAY" CURTAIN, of Cord Velour in Robin Hood green with Jacobean Border, embroidered in bright colourings. Very rich and effective. 3½ yds. long. **£7 16 6** per pair.



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HEAVY REPS. The largest range of colours from **3/6** per yard.
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BOOK TO CLAPHAM ROAD.



"It's all in the Cube!"

DRINK a cupful of Ivelcon just before going to bed. You will not only find it sufficient as a light meal to carry you over until the morning, but it will bring refreshing sleep.

¶ Use Ivelcon daily in the kitchen. It is invaluable for making delicious soups, gravies and hashes. One cube makes nearly half a pint of delightful consommé—a welcome first course to a well-arranged meal.

¶ Ivelcon is the essence of prime beef, delicately flavoured with fresh vegetables. It contains no gelatine, yeast, or preservative of any description. To prepare Ivelcon simply pour boiling water over a cube—one cube makes a breakfast cupful.

Sold at pre-war prices.

6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

IVELCON

ST. IVEL, Ltd., YEOVIL.

This famous Chef would work miracles in your kitchen



M. Amblard,
Chef de Cuisine,
Great Central Hotel, N.W.

M. Amblard's RECIPE:

SHORTBREAD

4 oz. Margarine.
2 oz. Sugar.
1 good tablespoonful of Goodall's Egg Powder.

Mixed with a wooden spoon in a slightly warm basin, about 10 minutes, working until it is like a thick cream; add a teacupful of flour, a teacupful of corn flour, previously mixed together. Bake in a light oven.

(A little Egg Powder diluted in about 2 tablespoonfuls Milk (cold) and added to melted butter sauce is a great improvement.)

BUT before he began his wonderful work he would insist on having close at hand what he calls "one of the best assistants a chef could desire"—Goodall's Egg Powder. Read his letter and recipe and see how he goes to work to make a first-class shortbread.

M. Amblard is one of nearly a score of the greatest chefs in Britain who have written recently to tell us how valuable they find Goodall's Egg Powder in their daily work. M. Stempfer, Chef to H.M. Queen Alexandra, refers to it as "the most efficient and valuable egg substitute I know"; whilst M. Andre Peythieu, the gifted Chef at the "Trocadero," considers it "quite the best at the public service."

M. Amblard writes:

"I rely very greatly upon the use of Goodall's Egg Powder for my cakes, pastries and puddings.

I have been strongly impressed with its all-round excellence and its actual goodness in the place of eggs—a fact which I know was borne out by the analysis in the 'Times' Food Supplement.

Goodall's Egg Powder is always ready for service, is quite easy to use, and goes so much farther than eggs that I do not wonder at the great demand there is for it.

It is very valuable indeed, for it quite covers the purpose of eggs at a nominal cost, and thus permits anyone to make attractive, nourishing and digestible pastry.

I have to thank you for one of the best assistants a chef could desire. You have my permission to publish this letter and my photograph."

(Signed) M. AMBLARD,
Chef de Cuisine, Great Central Hotel, London, N.W.

After such testimony as this, can you doubt that in

Goodall's Egg Powder

there exists one of the best war-time kitchen helps you can desire? It will save you three-fourths of the cost of eggs, yet give you (even with the present flour), cakes of the most perfect quality and richness and flavour.

1½d. packets; **8**d. and **1/4** tins.

NOT every grocer has it yet but it is worth a little trouble to secure. Stocked by Harrods, Barker's, Selfridge's, Whiteley's, and most of the best London and provincial grocers and stores. Write us if you have any difficulty in obtaining.

Goodall, Backhouse & Co., Leeds

(Continued.)

undoubtedly be a very fine thing for the interests of the motoring community. I am not sure that I do not think it will be even better than the abortive scheme for the constitution of a National Council. When I wrote in favour of the latter, some months ago, I had no reason to think that such a combination of interests as that now foreshadowed was within the bounds of practical politics. One has become so accustomed to regard the work of the R.A.C. and the A.A. as being conducted along different planes that even when the *Auto* advanced the idea of fusion I could hardly bring myself to believe that, admirable as it was, it was possible. However, all things are apparently possible, even this; and if we are indeed to have what is in effect a single solid body representative of all the various sections of the motoring community, I can see a brilliant future of work for it. Instead of two great organisations which have worked to a common end, but whose methods have led to a certain amount of overlapping often resulting in friction, we shall have but one with a single aim and a single policy, and with only one manner of working towards the desired end. What this means in gain of influence and in speed of working can only for the moment be imagined.

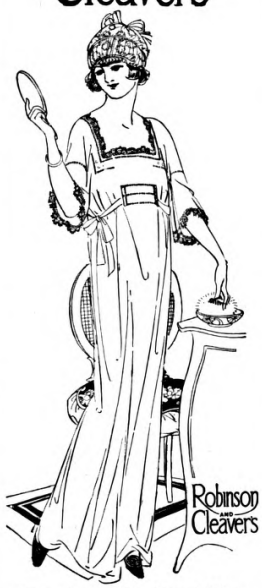
The shape that the combined organisation will take, assuming that events come to pass as I anticipate they will, remains to be seen. I know nothing of the scheme which has been discussed, nor would it be wise to hazard a guess. We may be certain, however, that when the working arrangement is disclosed it will be found to be eminently practical, and one that should prove of the greatest good to the motorist.

I do not know what part the provincial clubs are likely to play in the scheme of things, should the suggested arrangement come to pass, but I have no doubt they will continue to fill their corner as they have done in the past. There is much work of a purely local nature they can carry on and relieve the central organisation somewhat, leaving the latter free to deal with the larger issues relating to legislation generally, the question of betterment of highway administration, and those of the wider relations between the various sections of the automobile body politic. For example, as I have pointed out before, there is a vast field of effort open to these local bodies in the matter of the regulation of roadside advertising. There is plenty for them to do in this and many other directions.

Will the Battery Replace the Magneto?

During the past few years the magneto has been rapidly disappearing from the equipment of the American car, and advantage has been taken of the installation of the electric-lighting plant to substitute battery ignition. This trend of practice has given rise to a good deal of discussion, and there have been some who prophesied that the day of the magneto was passing, and that we should in a short time revert altogether to the battery. I do not agree with this view at all, and I seem to find support in the fact that the magneto is apparently coming into its own again on the other side of the Atlantic. The reason appears to me to be that, like ourselves, the Americans paid no particular attention to magneto development until it was forced upon them by the war, and adopted the alternative system of ignition because, with all its drawbacks, it was a little better than the home-manufactured magneto of the time. Now that they have arrived at the production of a really good magneto machine, its obvious advantages over the best of the battery systems is leading to its wider adoption. W. W.

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No. 4.—An American shape nightdress, square neck, in cream viyella trimmed cluny edging, hemstitched bands back and front to take ribbon to form Empire line ... ... Price **30/-**

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£20 a year or £400 in War Bonds will provide a Pension for an Incapacitated or Aged Mariner.

Gifts may be sent or further information obtained from the Secretary,

MERCANTILE MARINE SERVICE ASSOCIATION,
Tower Building, Water Street,
LIVERPOOL.

(Incorporated by Special Act of Parliament 1863.)

HIMROD'S ASTHMA CURE

"It Worked Like a Charm" writes a clergyman who had suffered from Asthmatic affection for fifty years.

At all chemists 4/3 a tin.

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ASSORTED SAMPLE BOX.

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MANFIELD & SONS.
Branches in all large Towns.

Petrol Economy with the
CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

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Is the Best Preparation you can use.

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The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 9d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E.1



Hour by hour, Waterman's Ideal is writing the history of the Great War. Despatches, Articles, Letters—millions of words must be written each day by the army of Waterman's Ideals at the Front; the memory of thousands of heroic deeds preserved by this pen that never tires. Truly it has been said that, next to his rifle, the soldier's best friend is his

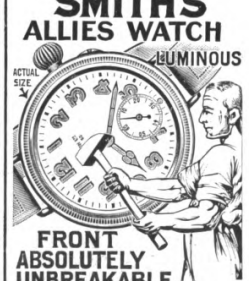
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Especially recommended for Active Service, No. 44 (Safety) 20/-, and No. 54 (Self-filling), 30/-. For office use, No. 15 (Regular), 21/-. Of Stationers and Jewellers everywhere.

L. G. SLOAN, Ltd., The Pen Corner
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Watchmakers. Established 1851.

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FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 & £5 5 0

EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the Front.

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WATCH MAKERS TO THE ADMIRALTY,
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TRAFALGAR SQ. W.C.
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Fine Brilliant and Sapphire Twin Ring, £12 12 0

A fine Assortment of Rings & Jewellery always in stock.

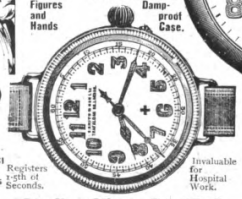


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Luminous Figures and Hands

Screw in Dust and Damp-proof Case.



Registers 1-5th of Seconds.

Invaluable for Hospital Work.

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ALARM WATCH

The Alarm will arouse the Heaviest Sleeper.



Sterling Silver 'ALARM' Watch white dial, £8 5 0
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Luminous Alarm Watch. Perfect Timekeeper.

The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

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CAR NONE THE WORSE AFTER FALLING 60 FEET!

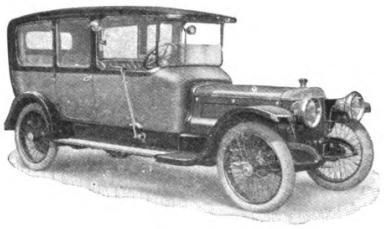
Sept. 18, 1918.—11·9 A.-J. car in north of Scotland, while rounding a very bad corner, ran over a bank, and down it went 60 feet. All the damage done was a bent stub axle, and the car is on the road again — none the worse. — *V. A. McEwan, 21, Shawpark Street, Maryhill, Glasgow.*

Sept. 25, 1918.—My 20·9 has covered nearly 40,000 miles without any mishap whatever. . . It has travelled some of the roughest roads in England, ofttimes where many cars dare not venture. My load has often been 6 or 7 persons, besides quite a cwt. or more touring luggage."—*H. O. Strong, Park Lodge, Redland, Bristol.*

ARROL-JOHNSTON LIMITED · WORKING ON GOVERNMENT CONTRACTS · ON DUTY

Arrol-Johnston LTD. DUMFRIES.

A man wounded in the war deserves a job—find him one.



The Representative British Car

The characteristic qualities of the British nation have never been so strongly portrayed as during the war. Strength, endurance, pluck, and marvellous *capacity* have been shown in sublime degrees. In motordom the Daimler stands for all that is sound in engineering, coupled with the brilliant factor of the Daimler Sleeve-Valve Engine. The superiority of the Daimler Engine has never been challenged.

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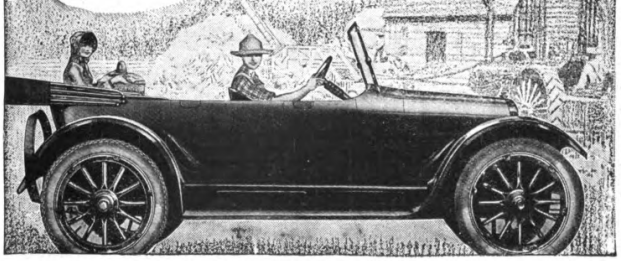
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When you buy an Overland Car yours will be only one of half-a-million that have gone into service in all parts of the world, but it will be a satisfaction to you to know that because of the other 499,999 your own car will have certain advantages in the way of price and value which would not have been possible but for this vast output.

The popularity of the Overland Car is due to five special advantages—APPEARANCE, PERFORMANCE, COMFORT, SERVICE, and PRICE. All these essentials of an ideal motor car are distinct Overland advantages.

We are booking orders now to ensure early delivery after the war.

Willys-Overland, Ltd.
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"With the guns"

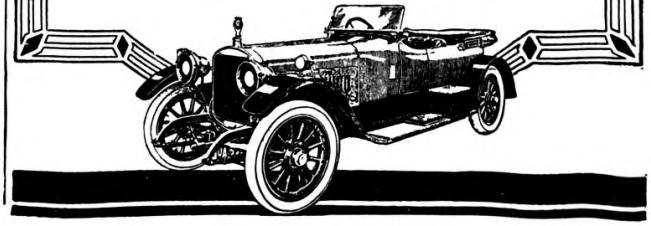
Although to-day such an expression brings to mind vastly different scenes than the season suggests, yet it requires little optimism to look ahead to the time when the black war cloud will cease to overhang this country, and when not only will lovers of sport come into their own again, but also the supreme

SUNBEAM

will be available for the private motorist. Nor is this all. For those who remember Sunbeam supremacy in the past will be agreeably surprised in the super-quality of future models—the pre-eminence of which will be the outcome of our experience in the production of

SUNBEAM-COATALEN AIRCRAFT ENGINES

The SUNBEAM Motor Car Co., Ltd., Wolverhampton.
Manchester Showrooms - - - - - - - - 106, DEANSGATE.
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"BEAUTIFULLY COOL AND SWEET SMOKING"

Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker.

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Player's Gold Leaf Navy Cut -
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Packed in 2 oz. and 4-oz. airtight tins at 2/1 and 4/2 respectively.

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HAVE A WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and sold in two strengths

MILD AND MEDIUM.

MILD (Gold Leaf)		MEDIUM	
100 for 5/4;	50 for 2/8	100 for 4/3;	50 for 2/2½
24 for 1/3;	12 for 7½d.	20 for 10½d.;	10 for 5½d.

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES.

These Cigarettes (and Tobacco) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to Wounded Soldiers and Sailors in Hospital.

Terms and particulars on application to

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Is your Correspondence in arrears?

Most busy people to-day find that they have little time for letter-writing. And yet it is a mistake to get out of touch with our friends, especially with those who are eagerly waiting for news. We not only disappoint them, but we deprive ourselves of the pleasure of their replies. A "Swan" Fountpen makes it easy for you to utilise your odd moments, and write regularly. The "Swan" is always at hand and ready to write on the instant. The smooth gold nib—which you may choose to suit your hand—makes writing a pleasure, and lasts a lifetime with reasonable care.

Of all Stationers and Jewellers. THE "SWAN" FOUNTPEN *Illustrated Catalogue post free.*

At pre-war prices, from 10/6

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Cerebos SALT

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A SOURCE OF ENERGY

"ENERGY will do anything that can be done in this world" was the dictum of Goethe. It is energy which has piled the mountain of munitions behind our fighting lines. And it is energy alone which can repair the waste of War and rebuild the shattered fabric for those who come after.

But day by day the sources of energy must themselves be renewed within the human body by food which not only replaces that which has already been expended, but which stores up a reserve to meet increasing demands.



The renewing of the sources of energy is one of the great functions of 'BYNOGEN' which is rich not only in Milk Protein—the most powerful of all body-builders—and in phosphorus, the nerve builder, but rich also in malt products which supply the energising carbohydrates needed for the daily wear and tear. All these are combined to form a perfect concentrated food for hard workers and for growing children. It is specially recommended for Nervous Exhaustion, Dyspepsia, Insomnia, Wasting Diseases. in all enfeebled conditions and during Convalescence after illness.

What 'BYNOGEN' is and How to Take it

'BYNOGEN' is a combination of pure milk-protein, the glycerophosphates of soda, lime and magnesia, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

'BYNOGEN' is in the form of a pale yellowish powder, which mixes very readily with water and other fluids. It has an extremely agreeable flavour, and may be eaten dry, or sprinkled on articles of solid food, such as bread and butter, toast, puddings, porridge, etc. 'BYNOGEN' keeps thoroughly well and does not cause constipation.

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Glaxo Babies are *always* bonnie, just as Glaxo Mothers are always happy, because—wherever breast milk is out of the question—Glaxo is the next best food for your darling.

Glaxo is the purest cows' milk. The Glaxo process of drying it breaks up the necessary, but indigestible, milk-curd into flaky particles. When Glaxo is mixed with hot water, Baby gets all the nourishment she needs without fear of indigestion—the cause of more unhappy babies than most people suspect.

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The Food that

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And because Glaxo makes Babies bonnie it makes mothers happy too.

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If ever you are worried or perplexed about your Baby, try to remember to write to Nurse Ashby, c/o Glaxo (Dept. 23), 155, Great Portland Street, London, W. 1. She is ready and anxious to help every mother, and she will help you freely, gladly.

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HE (*to himself*): "That means at least ten minutes' wait. Lucky I dropped in to buy some more Kenilworth Cigarettes—they are the only thing that will stay your impatience when you're waiting for the best girl in the world."

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THE ILLUSTRATED LONDON NEWS

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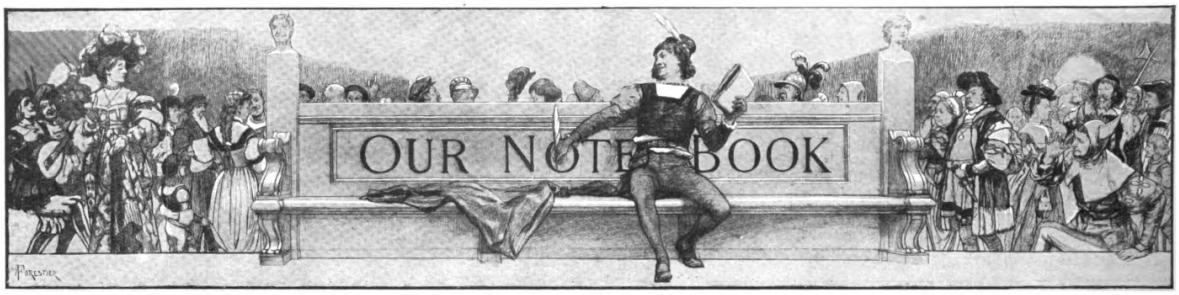
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IN CAPTURED BOURLON VILLAGE: A VIEW FROM THE INTERIOR OF THE CHURCH.

CANADIAN WAR RECORDS.



By G. K. CHESTERTON.

IT is not often that a slip of the pen is really a mistake—or at any rate a mistake that matters. But one appeared lately in this column which, though small in itself, is highly symbolic in connection with the war. I ought to have written "A race with no records or monuments may have gone anywhere," or words to that effect. Somehow the "no" was omitted, with results that recall the printer who omitted the word "not" from the Ten Commandments. He was no friend to that merely negative and forbidding morality so much criticised in the modern world. The Table of the Law, when he had done with it, must have consisted of a series of highly positive, encouraging, and perhaps somewhat surprising commands. Anyhow, my own remark emerged in the form "A race with records and monuments may have gone anywhere"—which, I must modestly believe, makes rather less sense than the sentence I intended. And I draw the distinction, and recur to the sentence, because I think it does really involve an interesting point about German defence and defeat—a point that has been somewhat neglected.



GREETING THE CURÉ OF CAMBRAI: SIR DOUGLAS HAIG AND M. CLEMENCEAU IN THE CAPTURED TOWN. Sir Douglas Haig and M. Clemenceau, the French Premier, visited Cambrai a few days ago, and congratulated the Curé, who had remained there during the German occupation. M. Clemenceau returned to Paris on the 14th, after a two-days' visit to the Front.—[*British Official Photograph.*]

What I meant was roughly this. When the Germans say, for instance, that Alsace is "old German land," they are really taking advantage of the fact that there was no old German law. They are building their theory on the very barrenness of their barbaric origins. The French appeal to something that can be defined—to certain treaties, tenures, relations, and exchanges which can be followed in the fine French historical books on the subject. But the wandering savages who came down southward in the Dark Ages made no particular treaties and recorded no particular votes. Thus the barbarians claim to have been everywhere because they might have been anywhere, but have left traces of it nowhere. If somebody said that the Romans went to China, we should ask why there were no Roman remains; but a tribe of nomads might go to China without anything remaining. A Roman camp would probably last; a Gypsy camp would not. If the Normans had gone to Poland, they might have built at Warsaw as they did at Westminster. But the Vandals might have been to Westminster, and only destroyed something without building anything. That is the Teutonic theory as taught by the modern Teutons. They base their whole claim to have done something on what they did not do.

Now this instinct for making the past a barbaric blank counts for a great deal in this war, and especially in the present discussions about peace. The effect of the North Germans is wholly nihilist and negative. They destroyed many things by their mode of war—treaties, territories, homes and churches and hospitals; but they would destroy something even by the mode of peace, if that something be only a memory. They have abolished many things in the war; and all they wish now is to abolish the war. I do not mean in the sense in which we all wish to abolish it, but in a very peculiar sense of their own. I do not mean that they wish to see it end; but rather that they will assume that it never began. It was once said that the gods themselves cannot undo what has been; but the Goths have always counted themselves above the gods. The meaning of the notion of retiring to their own frontiers, from foreign territory, is this old nomadic notion that the tribes may go anywhere and need leave no trace of where they have been. It need not be their land, or anybody else's land; it all depends on the fortune of war, for they have no true idea of the ownership of land. Now the case against accepting this mere retirement as a readjustment is that it is full of this formless and lawless spirit; and that we must found the new Europe on something more stable and solid than the mere ebb of a tide. We cannot build our cities on a retreating sea, any more than on an advancing sea. This spirit will always forget rapidly, and have a cold fit after its hot fit. It will always support a mood against a memory. But Christendom has a memory because it has a meaning; and it must know what its settlement really means.

I take it that what most of us mean is something like this. We have no desire or dream of preventing Bavaria being Bavarian, or Saxony being Saxon; and therefore none, in that sense, of preventing Germany being German. But we do propose to prevent the German Empire being imperial. We oppose the German Empire on two clear and conclusive grounds—first, that it is not German; and second, that it *is* an Empire. It is not a nation, but an Empire; and it is not a German Empire, but a Prussian Empire. A certain machine of military and economic power was put together about 1870, and went suddenly to work in 1914. When we say we want it to stop, we do not mean merely that we want to end the working of the machine for the last four years; we mean that we want to end the existence of the machine for the last forty years. Certainly that machine is not identical with the German peoples, who have been better without it in the past, and will, please God, be better without it in the future. But that machine is the German Empire, and is what most people mean by Germany. Above all, it is what the German peoples have hitherto trusted, and have consented to call Germany. It has been, in plain fact, regarded as the greatest success in the world. It must be regarded as the greatest failure in the world. But for that sort of effect of failure it is not enough that it should fail. It is not enough that it should merely *not* do something which we believe it was trying to do, but which it denies having had any thought of doing. The machine must not only come to a stop; it must come to a smash. Nothing else will produce the particular effect at which we are aiming—the effect of abnormal disaster, following an abnormal experiment. The solution must be something altogether outside that atmosphere of old anarchy, of tribal tides passing and repassing without real landmarks. There must be a landmark that is a trophy of thanksgiving and a beacon of warning.

We knew that this was indispensable even when it seemed impossible. We said it was the only thing worth doing even when it seemed infinitely distant and difficult to do. It has been stated here a hundred times that nothing could effect this cleansing of Christendom except a sensational—or, if you will, a theatrical—victory in the field. It has been said so often that the reader may be as tired of reading it as the writer is tired of writing it; but the writer has not said and will not say anything else. For there must always be monotony in advice while there is consistency in policy. It was necessary to say that the only national aim was the ruin of the Prussian imperial system, when all our own schemes seemed to be in ruins. There was nothing else to say; and we said it. This was the ideal of the nations, even if it was unattainable. It would be strange if we abandoned it now that it is almost attained. This was our hope when we were hopeless; it would be strange if it were not even a faith when it is almost a fact. Those who have, through such heart-rending times, still preferred victory to peace will hardly be found grumbling when they are near to both. But doubtless there will be debating till the very end; and men will be found discussing the insuperable difficulties of doing it when the news has come that it is done.

CAPTURED, WITH ITS FAMOUS WOOD: BOURLON VILLAGE IN RUINS.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



CAPTURED (WITH ITS FAMOUS WOOD) BY THE CANADIANS: THE VILLAGE OF BOURLON, NEAR CAMBRAI.



"IN OLD DAYS OF PEACE A BEAUTY SPOT . . . IT IS ALL SMASHED NOW": BOURLON—ANOTHER VIEW.



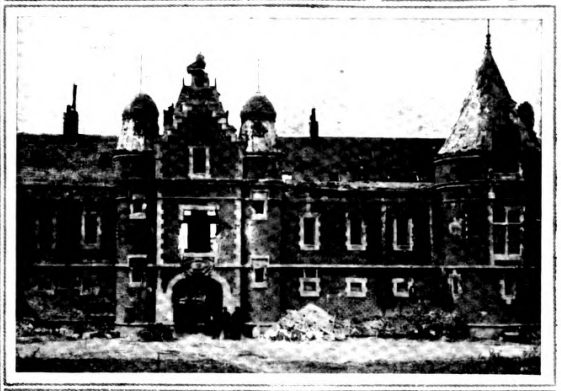
ALL THAT REMAINS OF BOURLON CHURCH: THE FRONT AND TOWER.



ONCE A PLEASANT COUNTRY SEAT: THE CHÂTEAU AT BOURLON.



WITH THE NAVE ALL FALLEN IN: THE "INTERIOR" OF BOURLON CHURCH.



"ITS WHITE CHÂTEAU HAS ESCAPED TOTAL DESTRUCTION": THE DAMAGED FRONT OF THE HOUSE.



"A RED-BRICK VILLAGE," OF WHICH THE BRICKS REMAIN: A CORNER OF RUINED BOURLON.

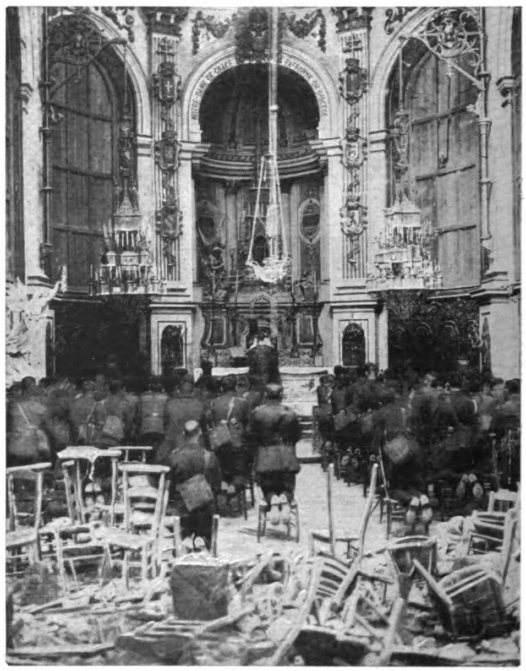
Bourlon and its famous wood lie some four miles west of Cambrai, and were captured by the Canadians on September 27. Writing on September 28, Mr. Philip Gibbs says: "I walked through Bourlon, where there had been bloody fighting. It is a red-brick village, and in old days of peace must have been a beauty spot on that high hill as it nestled in the arms of the forest. It is all smashed now, but its white château has escaped total destruction, and still stands enough to show its architecture, like a mediæval house, with a pointed turret. Here and there a group of little old houses and barns nestle in the deep foliage, looking undamaged until one passes close. . . . To-day, so soon after the capture of this place, London 'buses drove through Bourlon village to carry back our wounded, . . . a proof of victory which London people would like to know."

IN CAPTURED CAMBRAI: FRENCH AND BRITISH PIETY; GERMAN SACRILEGE.

Photographs—British Official, and Canadian War Records.



A PITIFUL RELIC OF GERMAN VANDALISM: BRITISH SOLDIERS UNEARTH A CHILD'S TOY PERAMBULATOR IN THE RUINS OF CAMBRAI.



WITH A CONGREGATION OF BRITISH SOLDIERS AND FRENCH CIVILIANS: THE ABBÉ THUILLIEZ HOLDING A THANKSGIVING SERVICE IN THE CATHEDRAL.



TIED IN BUNDLES READY FOR REMOVAL BY THE GERMANS, BUT LEFT BEHIND IN THEIR HASTY RETREAT: A COLLECTION OF CHURCH CANDLESTICKS.



WHERE BRITISH PRISONERS OF WAR WERE INCARCERATED BY THE GERMANS: A GATEWAY IN THE CITADEL OF CAMBRAI.

As our first photograph shows, the Germans reduced the centre of Cambrai to ruins before they left. On Sunday, October 13, the Abbé Thuilliez held in the cathedral a service of thanksgiving for the deliverance of the town, and prayers were offered for those who lost their lives in taking it. In the background of the photograph, in the front row of the congregation, is seen a small group of civilians—men and women—who had remained in Cambrai, hiding in cellars, from which they emerged on the entry of the Canadians. The Abbé Thuilliez himself displayed great heroism during the German occupation, continuing his ministrations even under threats against his life. Sacrilegious as ever, the Germans had prepared to loot church property at Cambrai in the shape of a collection of candlesticks.

"EINGANG ZUM—": THE LEADER OF THE BRITISH ARMY IN CAMBRAI.

BRITISH OFFICIAL PHOTOGRAPH.



AT THE ENTRANCE TO THE LATE GERMAN HEADQUARTERS: SIR DOUGLAS HAIG (THIRD FROM LEFT) AND M. CLEMENCEAU (NEXT BUT ONE) IN CAPTURED CAMBRAI.

There is something significant and symbolic in the fragment of a German notice-board seen here above Sir Douglas Haig's head as he stands on the steps of the building lately used by the Germans as their Kommandantur (or Headquarters) in Cambrai. It may well be that the victory there may give us and our Allies the entry into something still more important. Cambrai, in this sense, may prove the threshold of an advance which may end—who knows where?—possibly in Berlin. On our Note-Book Page in this issue appears another photograph illustrating the recent visit of Sir Douglas Haig and M. Clemenceau to Cambrai—showing them in conversation with the Curé who had stayed in the town throughout the German occupation. M. Clemenceau, who had been paying another of his many visits to the Front, returned to Paris on the 14th.

THE NAVAL ASPECT OF AN ARMISTICE.

By FIFERAIL.

IN his reply to the German request for a suspension of hostilities preliminary to the discussion of peace terms, President Wilson took the only possible course by referring the enemy to the Allied Commander-in-Chief. He also referred to the necessity of guarantees for the maintenance of the Allied supremacy in the field, but, again by implication, left the details of those guarantees for determination by the military command. Since his reply was transmitted to the German Government, there has been some amount of discussion as to the shape the guarantees should take, but these have been confined to the military issues in their narrower aspects, and little or nothing has been heard of the necessary steps to be taken for safeguarding our interests at sea. Of course, it is arguable that the term "military" is used in its wider significance, and thus includes all questions affecting the sea war; but that has not been made clear, and the man in the street does not entirely appreciate the full measure of the guarantees that must be given as a necessary antecedent to any suspension of hostilities.

It is as well for us to realise that whatever terms of armistice may be granted to the enemy—unless we secure his unconditional surrender—will also form a part of the terms of peace. We can take it as being absolutely certain that, once hostilities have ceased, they will not be resumed and therefore what we do not secure beforehand we shall not get at all. I am speaking now, of course, of the broad issues. For instance, Germany has got to reconstruct Belgium, and must agree to the principle, though the details may be left to settlement later on.

Now, it is quite clear that, before any armistice can become effective, the teeth of the German Navy must be drawn. We cannot allow Germany time and opportunity for the increase and redistribution undisturbed of her submarines, even though we do not believe in a resumption of hostilities. Nor can we leave them to her as a nucleus for the building up of a powerful flotilla for "next time." Neither can we consent to Germany's retention of the second of the world's fighting fleets, which she has prostituted to the most unholy ends all through the war.

Then, again, there is the question of compensation for the losses inflicted on Allied mercantile tonnage by the enemy's submarines. It is not sufficient that Germany should be compelled to pay for these. We want the ships far more than we shall need the money; and, in common justice to ourselves and our Allies, we cannot stand by and see Germany flaunting her flag in all the seven seas while we are building ships to replace those lost. It must be ton for ton as far as the German mercantile fleet will go, and not compensation at so much per ton.

Before, then, we can agree to any cessation of hostilities, our sea interests must be guaranteed equally with the military position on land; and it would seem that the only possible guarantees that will meet the case must include the surrender to the Allies of the whole of the German Fleet, including the submarines, and of the entire German mercantile marine. What we shall do with them can be settled afterwards. It may even be that we can return a certain proportion to Germany; but that is another point altogether. We must have them, to begin with. We cannot, and dare not, trust Germany, and the latter must, therefore, trust us whether she likes it or not.

THE SECOND BATTLE OF THE MARNE.

By E. B. OSBORN.

NAPOLEON is the model for all modern commanders, though a few of them—for example, the German von Hausen—have at times imitated the methods of Frederick. Both the French and the German leaders in the present war claim to be the disciples of the Corsican master of the science and art of warfare. Indeed, the German Higher Command regarded themselves as constituting an organised and improved version of the Napoleonic brain, in which the master's weaknesses—such as the self-sufficiency that prevented him from explaining the strategic significance of orders to his subordinates—had been completely eliminated. In the light of recent events this notion of a synthetic Napoleon, adapting his genius to modern conditions, strikes one as the climax of unconscious humour. But a great many authorities in this country had accepted it as one of the eternal verities—Professor Spenser Wilkinson, for example, who played Elisha to the Elijah of Clausewitz, and once expressed his regret that Lord Roberts could not read German and so was debarred from imbibing the pure and undiluted doctrine of Teutonic strategists, the only infallible experts. Lord Roberts, however, pinned his faith to the French authorities. He once told me—in 1908, I think—that he thought it took a Frenchman to get a real grasp of the principles of Napoleonic warfare. I am glad to think our grand old General, who never made a mistake in strategy and was admired even by the German war-lords, lived long enough to know that the author of "Des Principes de la Guerre" was a commander of transcendent genius. Had he survived to see the second Battle of the Marne, which has given us the final decision on the Western Front, he would have praised Marshal Foch as the greatest master (since Napoleon) of the Napoleonic battle, which must always be a work of art as well as a scientific theorem.

To win battles the General must not only be acquainted with the science of his business (which is best acquired by that close study of historic campaigns preached and practised by Napoleon), but must also be an artist, adapting his methods to various circumstances and the varying psychology of the enemy. Hence the famous saying of Napoleon: "The commander of an army is everything. It was not the Roman Army which conquered Gaul, but Cæsar. It was not the Prussian Army which for seven years fought against the three greatest Powers in Europe, but Frederick the Great." It is not the aggregate numbers that count. The decision depends on numerical superiority at the decisive point—*i.e.*, on the battlefield. Frederick's campaigns provide simple and striking illustrations. Frederick's plan of withholding one wing and using it as a reserve wrecked the brittle and immobile Austrian machine at Leuthen in a little over an hour, despite the fact that it was double the strength of the Prussian Army and not inferior in equipment. Even in Napoleon's victorious campaigns there is no more striking object-lesson in the advantages of a reasoned plan which concentrates all available force at the point of impact.

Foch and the French strategists have gone straight to the Corsican master for their knowledge of strategic principles and the applications thereof. The German Generals had seen Napoleon all the time through a fog of Teutonic delusions. Clausewitz is the refracting medium through which they have peered at the lessons of the opening age of national warfare. Clausewitz could not be a safe witness in any case; his personal experience of Napoleonic warfare was gained in Russia at a time when the master's wonderful intellect was in ruins and the ascendancy of his personal genius for ever passed away. Moreover, after the Teutonic fashion in all ages, he subordinated *reasoning* to *will-power* in his conception of the complete generalissimo. The great General, in his opinion, is the Prussian bully who hacks his way through, despising all the historic refinements of reasoned strategy, by the ruthless use of a numerical superiority. General Two-to-One, in fact, is the only military genius he believes in. It is just possible, however, that the inadequacy of the Clausewitzian interpretation would have been discovered by the German General Staff but for the easy victories of 1870-71, which so fatally ministered to the national arrogance. The Moltke tradition clinched the fatal delusion—that organised will-power overrides reasoning genius in war—which Clausewitz had set up. Bismarck never accepted this tradition; he knew that the Franco-Prussian War was won by the soldiers, not by the Generals, and said so more than once. But nothing he said could prevent the apotheosis of the man of mere will-power, backed by an organisation of unimaginative minds, whose facile victories were the result of the ineptitude of the French Imperial Command, which underrated the Prussian strength, made the strategic blunder of trying to concentrate on the frontier, and had not the confidence of the French nation.

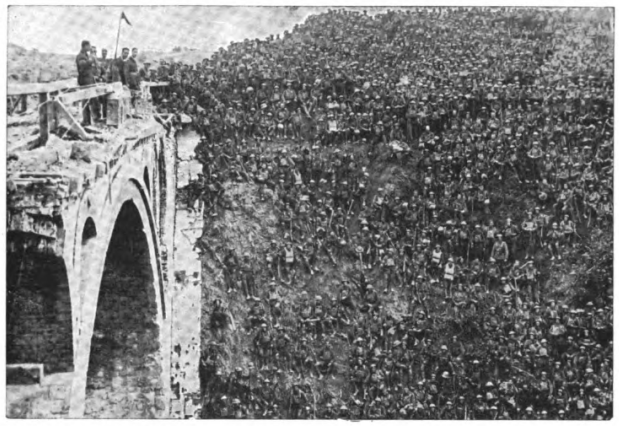
The German victory at Mons, which compelled the retreat of the Allied Forces over a hundred miles, was for us a camouflaged blessing. It confirmed the German Command in its fatal delusion. Henceforth Scharnhorst's maxim, "It does not matter so much what you do, so long as you do something," seemed to sum up the whole science of war in a sentence. The first Battle of the Marne ought to have convinced the German leadership that reasoning still had its functions in warfare. That battle, with its flank attack and subsequent successful thrust at the German centre, was according to the Napoleonic model. The long period of immobilisation following their retreat revealed the intellectual sterility of the German commanders. And in the second Battle of the Marne a decisive victory, followed by a triumphant pursuit, we have witnessed the Napoleonic battle on a gigantic scale. The German idea of doing something and hacking their way through caused the enemy last spring to fall into the fatal error of creating a huge salient which would place him at a deadly disadvantage when attacked by the French Generalissimo's reserves. They fell headlong into the Napoleonic trap. The Allies' strategic "Advance Guard" (to use the Napoleonic term) gave ground on so narrow a front that the enemy, in their eagerness to destroy it, formed a salient with twenty-mile flanks separated from one another by a distance little more than the length thereof. In this salient they accumulated huge forces of men and material in the hopes of operating from interior lines and forcing a way through, first, to Amiens—then to Paris, perhaps. In front was the great railway and road centre of Amiens, by means of which Foch could use his withheld reserves (grossly underestimated by the Germans, largely owing to the Allies' command of the air) in the light of a passage in his "Principes": "A mobile reserve is needed, which is able to operate whenever and wherever required; it must have within its reach the necessary roads." The great field of fire was duly developed for weakening the enemy before the masses of manœuvre came into play; by retreating, a battlefield without *points d'appui* and outside the difficult crater-zone was secured. The successful flank attacks and the central thrust duly followed, and the pursuit is now turning a defeat into a rout.

. . .

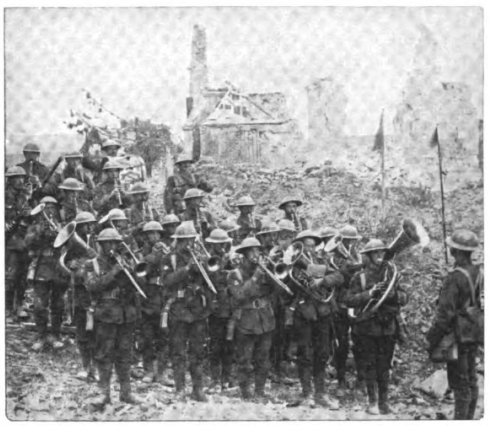
And so, once again, the reasoning fire of Napoleonic war-craft burns brilliantly, and devours those who fight by rule-of-thumb, brutally and with a brutish lack of intelligence. The mind of the new Napoleon, so vast in its imaginativeness, yet so simple in its *camaraderie* with the least of its subordinates, is felt by every member of the Allied armies. The Canadians are proud to be one of Foch's hammer-heads, so let me quote what a Canadian officer says about it all: "We feel there is a vast, tigerish intelligence behind it all—something relentless in reasoning which knows the enemy better than he knows himself. A brain which knows sacrifices must be made—and we don't mind being sacrificed, for we feel that our losses will never be in vain." The sacrificial aspect of the second Battle of the Marne is also Napoleonic. Let us, then, thank Heaven for the mind of Foch.

THE CROSSING OF THE ST. QUENTIN CANAL: GALLANT MIDLANDERS.

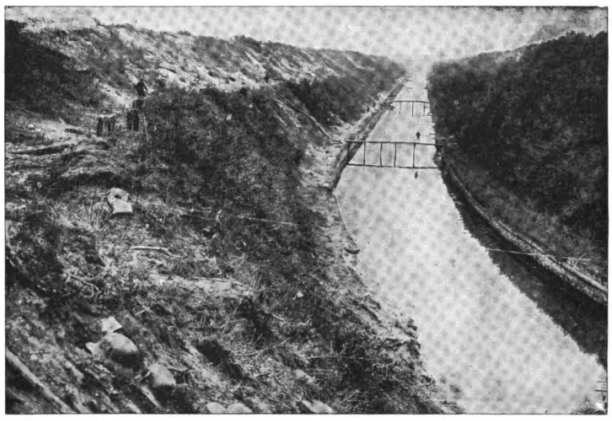
British Official Photographs.



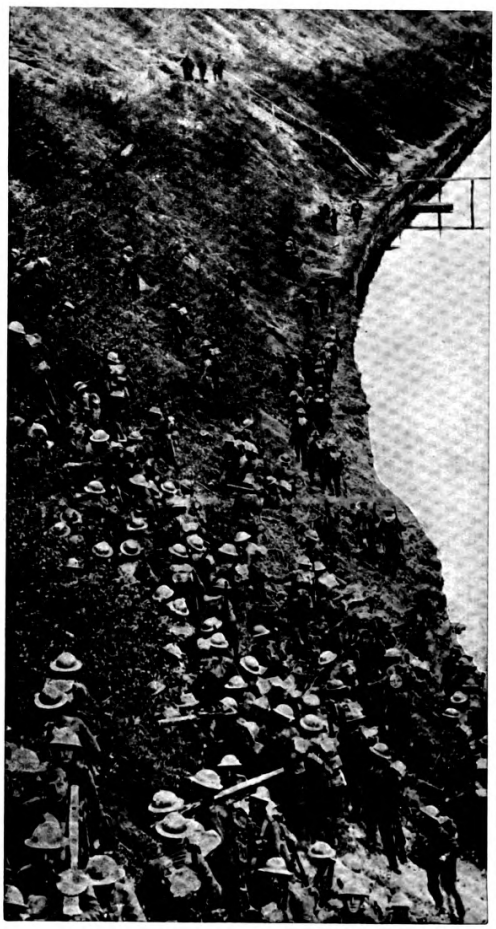
ON THE STEEP BANK OF THE CANAL ACROSS WHICH THEY SWAM: MEN OF THE SOUTH AND NORTH STAFFORDSHIRES.



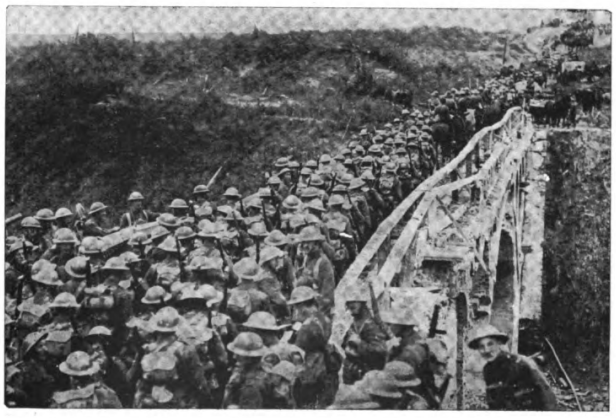
MUSIC IN THE RUINS: THE BAND OF THE 137TH BRIGADE PLAYING IN CAPTURED BELLENGLISE, NEAR THE CANAL.



SHOWING BRIDGES BUILT BY THE ENGINEERS: THE ST QUENTIN CANAL—PART OF THE BROKEN HINDENBURG LINE.



WHERE THE MEN OF THE 46TH DIVISION SWAM ACROSS IN LIFE-BELTS: THE ST. QUENTIN CANAL TROOPS CLIMBING THE BANK.



SAVED FROM DESTRUCTION BY THE 46TH DIVISION, THUS ENABLING GUNS TO CROSS: A BRIDGE OVER THE CANAL.

"The 20th Corps," wrote Sir Douglas Haig on September 29, "launched an attack at 5.50 a.m. across the Scheldt Canal from Bellenglise. The 46th (North Midland) Division, provided with life-belts, mats, portable bridging material, and rafts, and under cover of concentrated artillery and machine-gun fire, stormed the main Hindenburg defences, which here run along the eastern bank of the canal. Notwithstanding the depth of the water, the breadth of the canal, and the strength of the enemy's defences, which include the village of Bellenglise and numerous tunnels and concrete works, the men succeeded in capturing the whole of the German position. They then pressed forward with great bravery and determination up the hills beyond the canal, taking many prisoners. Bellenglise, Lehaucourt, and Magny la Fosse are now in our possession."

THE WORLD OF FLIGHT

WHAT AEROPLANES CAN DO.—I.

By C. G. GREY,
Editor of "The Aeroplane."

IN view of the interest taken in the present and future doings of aeroplanes by all classes of the community in these days, it seems advantageous to discourse on some of the things which are possible for aeroplanes to-day, on some of the things which were demonstrated as being possible some time ago and yet are not done, and on some of the things which seem likely to be possible in the future. This line of thought was produced by the recent remark of a well-known writer that "there are two discoveries which so far as can be foreseen will have to be made before the full commercial use of the heavier than-air machine can be realised. One of these is a means of rising from or alighting on the ground without the preliminary run in the one case, or the subsequent one in the other, which makes the provision of an extensive aerodrome necessary before the machine can safely leave or return to the earth. The other, which may seem to the lay mind to be of far less importance, but which the medical man knows to be at least as indispensable as the other, is some method of silencing the noise of the engine and propellers, and the hum of the wires, lest the roar of hundreds of machines continually crossing to and fro over our heads should make the country as noisy as the town, and thus bar the last refuge for overstrained nerves."



THE FIRST AEROPLANE FLIGHT OF INDIAN EDITORS VISITING THIS COUNTRY: AT AN AERODROME—SOME BIG BOMBING BIPLANES.—[*Official Photograph.*]

These are certainly very interesting points; but one can safely say that, in the light of past experience, no epoch-making discovery is necessary to satisfy the implied demand. In the first place, purely as a matter of scientific interest, it is useful to note that a good aeroplane actually gets off the ground with a shorter run in proportion to its length than does a bird. Some of the bigger and clumsier birds, such as the vultures, find great difficulty in getting off flat ground at all. They usually launch themselves from a rise in the ground. Even the small birds take two or three long hops before getting off. Sea-birds make a very awkward job of getting off a flat calm, and prefer to launch themselves off the top of a wave. Watch a duck getting off a pond if you want to see a thoroughly bad example of a flying-machine starting.

We certainly do better, taking it all round, with modern aeroplanes. A big, heavily laden bomber certainly needs a longish run in which to rise clear of the ground, but when lightly loaded it will get away in a remarkably short space; and the small high-speed scout can, in the hands of a skilful pilot, be lifted off in about twice its own length. But, as a matter of fact, the run which an aeroplane takes is generally much longer than is necessary; for, as a rule, the pilot opens his throttle gradually, and lets the machine gather speed on the ground equally gradually. If the machine is held back till the engine is running "all out" and is then released suddenly, it will leap off the ground almost immediately. Some six or seven years ago a good many aviators used a species of quick-release gear very similar to that used in the leash with which greyhounds are held at coursing matches, only it was released by the aviator in the aeroplane and not by the person who remained behind. With its aid it was possible to hitch an aeroplane to a gate-post or fence, open the engine wide out, and get off with the shortest possible run. Why it is not used to-day by all cross-country fliers is a mystery.

However, apart from all that, mechanical launching gears, more or less of the catapult type, were advocated some two or three years before the war. In fact, the very first aeroplane which ever flew — that of the Wright Brothers—was launched along a rail by a catapult gear, and, despite its feeble engine, it rose in a very short distance. Therefore, it is fair to assume that we have already arrived at the time when a big aerodrome is not necessary for starting if it is really desired to start from a small place.

Now as regards landing. One grants that a bird can and does land without a subsequent run. That is the result of inherited ability and personal skill rather than because of any mechanical advantage. A bird's chief advantage in this respect is that he can turn his wings to such an angle that they operate very much like a parachute. At the same time, he is not so very much better than a really skilful aviator on a lightly loaded aeroplane. One knows of many pilots who can land such a machine literally on a pocket-handkerchief. That is to say, they will plank a machine on the ground so that it will not run its own length, and will pull up with the body of the machine covering a handkerchief placed on the ground as a mark.

It is on record that a certain very skilful pilot, for a bet, made ninety landings in a flight of ninety miles between London and Portsmouth, landing whenever his passenger, who was the other party to the bet, gave the signal to land, and getting up again without assistance. There were no prearranged landing grounds, and most of the country *en route* consists of small fields with many trees round them. In no case was there any space as big as even a small aerodrome. This, however, is an instance of pure personal skill, as in the case of the bird, and cannot be taken as an example of what an ordinary pilot on an ordinary aeroplane can do.

Various experiments have been tried, with varying success, in fitting the wings of aeroplanes with air-brakes, so as to slow them down before they actually touch the ground, and some of these have been very fairly successful.

A particularly interesting experiment in landing in a limited space was tried in 1911 by the late Eugene Ely, a famous American aviator, who flew a Curtiss biplane off the shore at San Francisco and alighted on the deck of the aged American cruiser *Pittsburg*. He had a sloping platform arranged on the stern of the vessel, and across it, at the height of a foot or two, he laid ropes weighted at the ends with sand-bags. The aeroplane landed up the slope, picked up the first of the ropes on the vertical struts of the under carriage, which slowed it somewhat; then a few feet further on it picked up the second rope, and so on. As it collected each rope it had to tow a couple of heavy sand-bags up the slope with it, so that by the time it had to tow a dozen sand-bags the braking effect was very considerable, and the machine actually came to rest in about thirty feet.

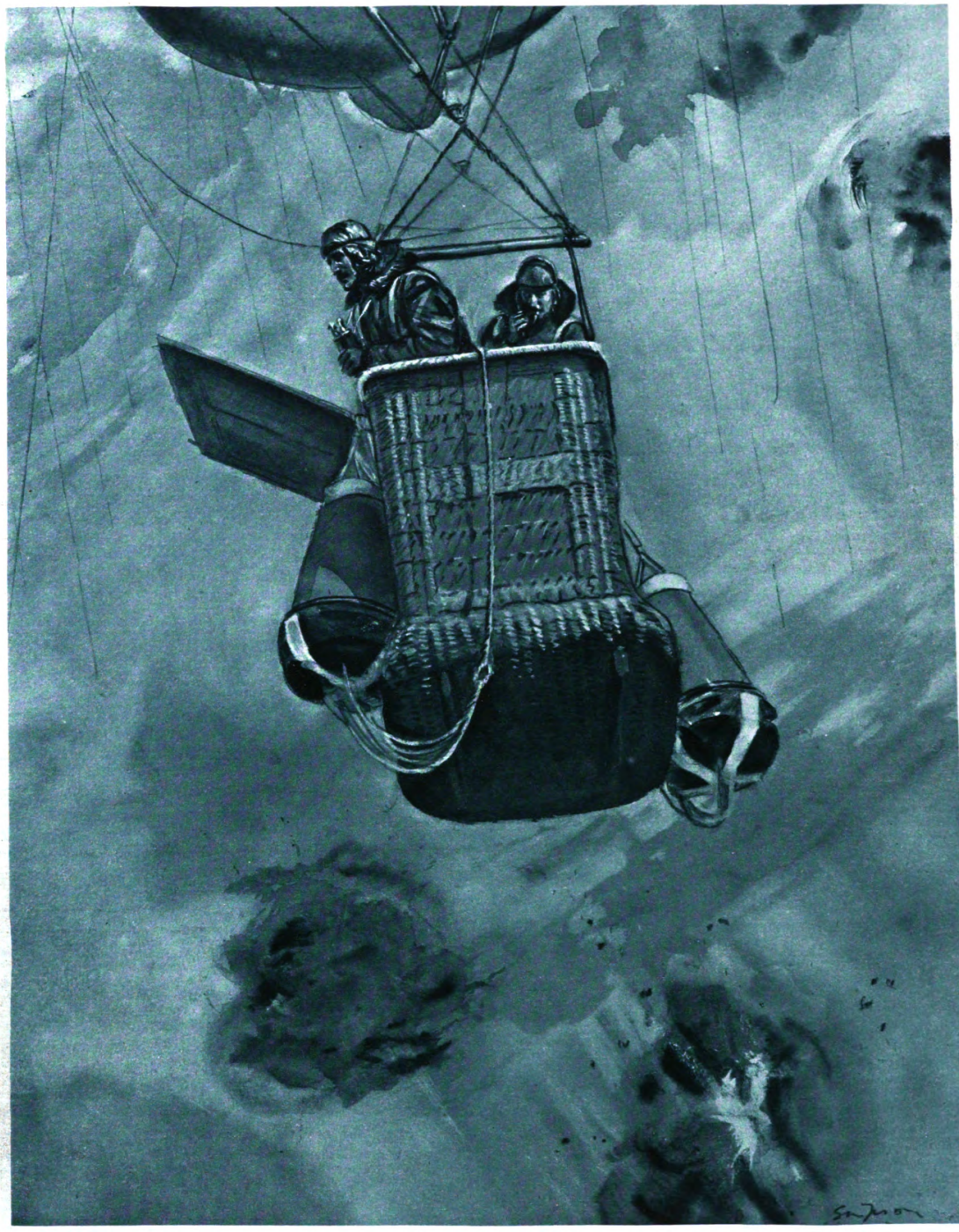
A still more ingenious notion was tried by the late M. Pégoud, who is generally known as the first aviator to give public exhibitions of looping-the-loop. He had a simple but ingenious snap-catch arrangement, something like an automatic coupling for railway carriages, fitted in an upright position above his head on a Blériot monoplane. With this he flew along underneath a wire cable stretched between two posts, and guided his machine so that the jaws of the snap-catch clipped the cable. As soon as they did so he switched off his engine, and the machine, after the catch had slithered for a few feet along the cable, came to rest and hung suspended. This was in 1912.



WITH THE PILOT, LIEUT. HARDY (SECOND FROM RIGHT), WHO TOOK THEM UP ON A HANDLEY-PAGE MACHINE: INDIAN EDITORS WHO SAW LONDON FROM THE AIR. Five editors of Indian papers, Mr. J. A. Sandbrook ("Englishman," Calcutta), Mr. H. P. Ghose ("Basumati," Calcutta), Mr. K. Iyengar ("Hindu," Madras), Mr. G. K. Davadhar ("Dnyan Prakash," Poona City), and Mr. M. Alam ("Parsi Akbbar," Lahore), recently arrived in England to study conditions here, and to expound India's splendid contribution to the Empire's war effort. Arrangements were made for them, among other things, to visit aerodromes, munition factories, and the London Docks, and to see London from the air; also to visit the North Country, Scotland, and the Western Front. *Official Photograph.*

VICTORS BY TELEPHONE: OUR KITE-BALLOON OBSERVERS UNDER FIRE.

DRAWN BY JOSEPH SIMPSON.

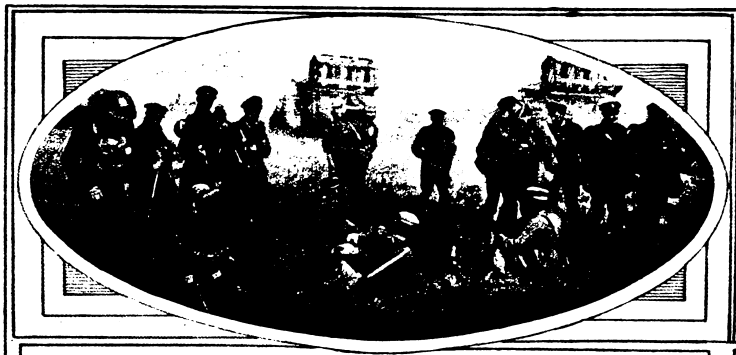


ENABLING OUR BATTERIES BELOW TO DESTROY THE ENEMY GUNS THAT WERE SHELLING THEM: TWO BRITISH OBSERVERS IN A KITE-BALLOON OVER THE WESTERN FRONT.

"In all the recent successful advances," writes Mr. Boyd Cable, "the kite-balloons have played an important part. They are floated up near enough to the front lines to be within enemy gun-range, and from their height the observers are able to look down over the enemy ground, report by telephone the position of enemy troops and batteries, and direct our artillery fire on to them. The enemy turn their guns on to the work of shooting down these balloons, and in one case two of our observers in a kite-balloon had a deliberate and sustained duel with one of these anti-balloon guns, the gun firing hotly at them and the observers directing our batteries below how their shells were falling about the hostile position. The duel resulted in the complete destruction of the enemy position, and photographs taken afterwards show the gun smashed and the gun-position destroyed. . . . The balloon basket was riddled with shell-fragments, but both the observers were fortunate enough to escape."—[*Drawing Copyrighted in the United States and Canada.*]

THE GREAT ADVANCE: "HINDENBURG" WIRE; TANKS; A CANAL TUNNEL.

PHOTOGRAPHS—BRITISH OFFICIAL AND CANADIAN WAR RECORDS.



THE BREAKING OF THE HINDENBURG LINE: BRITISH TANKS, TROOPS, AND GERMAN PRISONERS.



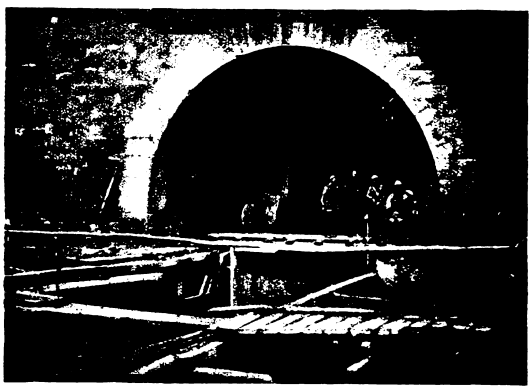
THE BREAKING OF THE HINDENBURG LINE: BRITISH TANKS AND INFANTRY ADVANCING TO THE ATTACK.



"COUNTLESS BROAD BANDS OF WIRE": A SECTION OF THE ENORMOUSLY STRONG FIELD-WORKS OF THE BROKEN HINDENBURG LINE.



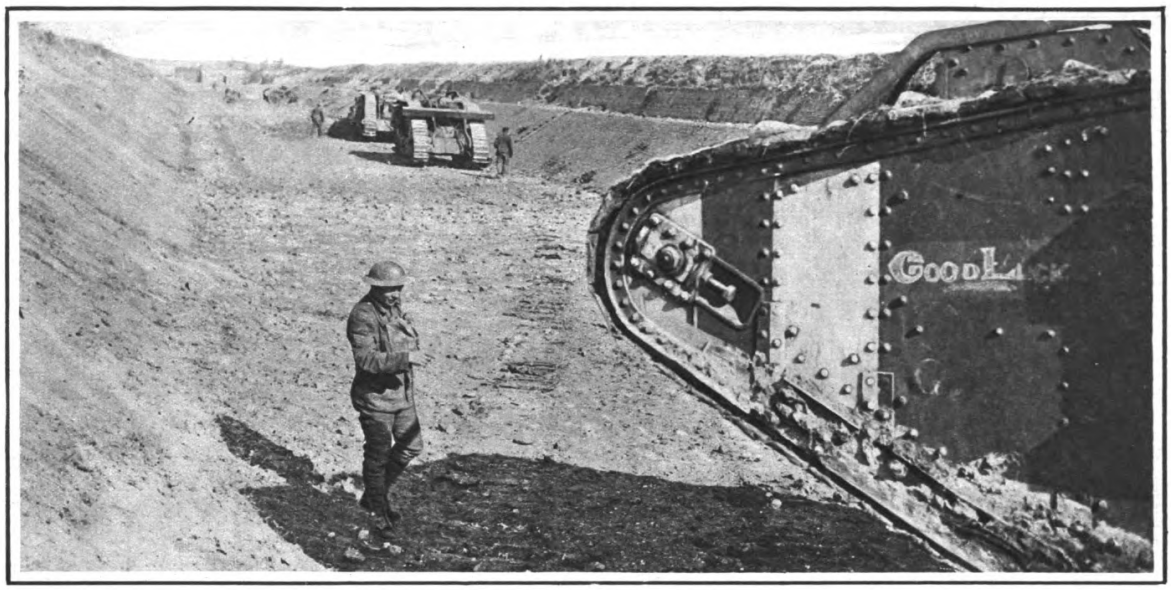
"DEEP AND ROOMY DUG-OUTS": PART OF THE BROKEN HINDENBURG LINE ALONG THE ST. QUENTIN CANAL.



WITH NAPOLEON'S INSCRIPTION OVER THE ARCH: THE ENTRANCE TO THE CANAL TUNNEL IN WHICH MEN FOUGHT.

During the great advance on Cambrai, British, Dominion, and American troops took part in the storming of the Hindenburg Line in the region of the Scheldt (or St. Quentin) Canal, which at one point passes through a great underground tunnel. Writing on October 1, Mr. C. E. W. Bean says: "This morning the Germans still held the northern end of the tunnel, while we held the south. The barges on which the German troops lived still lie inside the tunnel. The entrance is 80 ft. below the hill surface. Somewhere in that black interior lies the point where the Australian possession of the tow-path ends and the German begins." On October 2 he writes: "As usual, the Germans rested their defence mainly upon the strength of the tremendous fortifications built across the 3½-miles gap where the canal gave them no protection, with their maze of deep, well-built trenches, countless broad bands of wire, and deep and roomy dug-outs. . . . The Canal runs through a huge cutting, with steep, scrubby banks, and enters the hill by an arched brick tunnel. Over the arch is the inscription, 'Napoleon, Emperor and King, opened the Canal of St. Quentin, which unites the basins of the Seine and the Scheldt, in 1802.'"

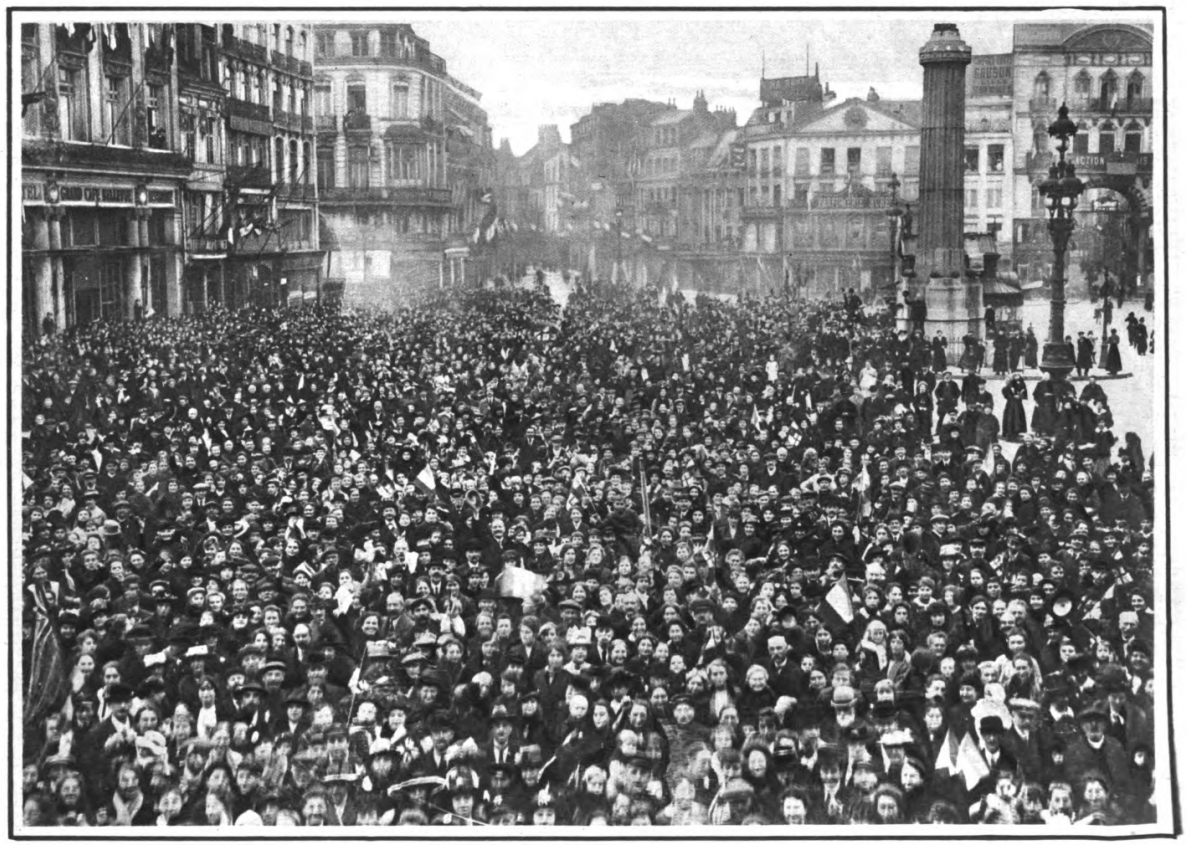
Where Tanks Formed a Bridge for Tanks: "Landships" in the Canal du Nord.



"THE CANAL HERE IS ONLY A GREAT DRY DITCH WITH STEEP WALLS": BRITISH TANKS IN THE CANAL DU NORD DURING THE ADVANCE ON CAMBRAI.

It was reported that in the advance across the Canal du Nord a few of our older large Tanks plunged over the steep banks and formed a bridge for the smaller "Whippets." Mr. H. Perry Robinson writes: "Some Tanks were used, but not a great number, and one of the astonishing achievements of the operation is that we succeeded in making secretly the necessary arrangements to get the Tanks across the deep chasm of the canal. . . . The obvious difficulty of operating on the northern portion was the crossing of the Canal at starting, even though the Canal here is only a great dry ditch with steep walls."—[British Official Photograph.]

"A Hundred Thousand People Mad with Joy": Lille Crowds Greeting the British Troops.

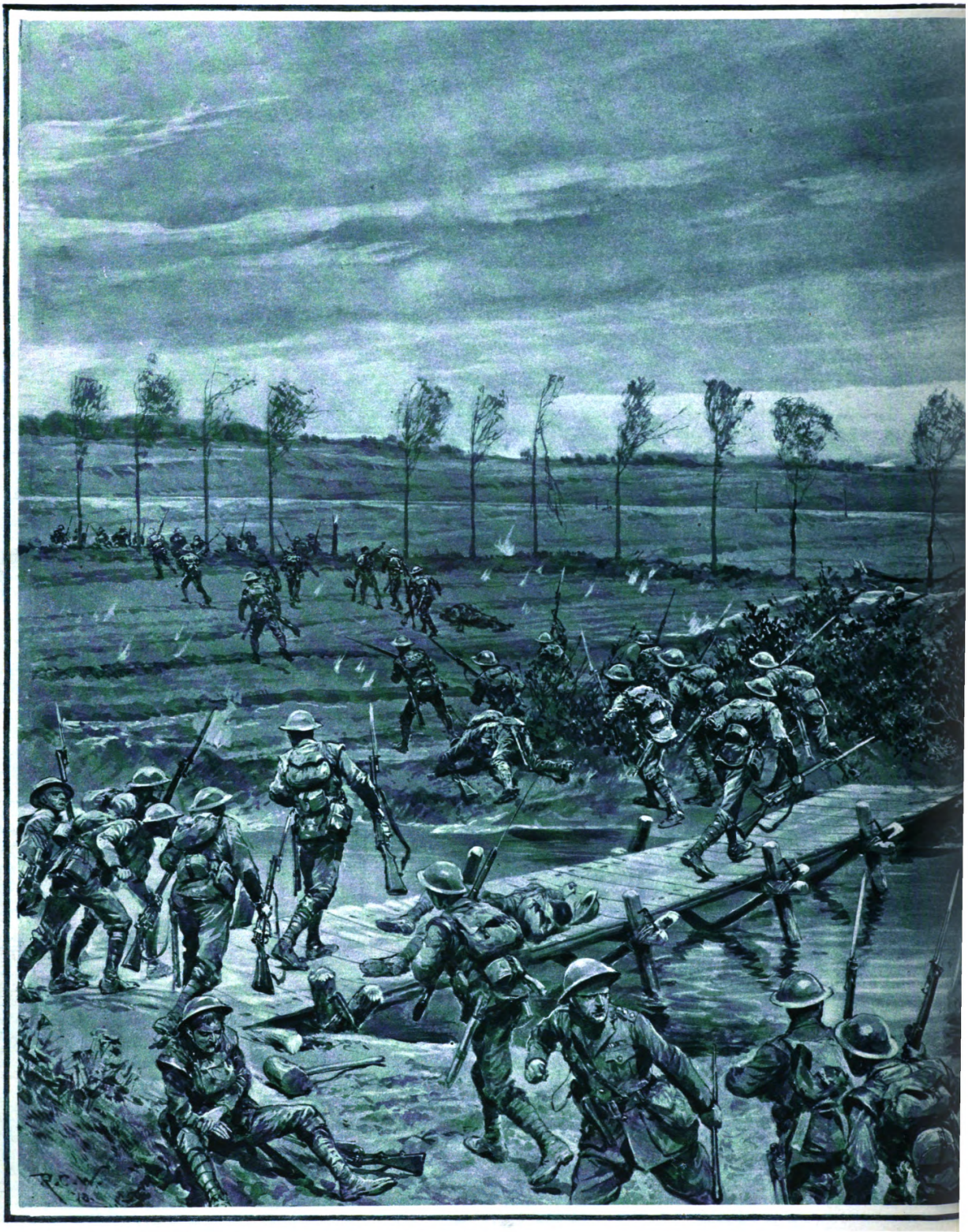


"NOUS AVONS TANT SOUFFERT!" THE DELIVERANCE OF LILLE—SCENES IN THE GRANDE PLACE.

"Troops of the British Army," said an official despatch of October 17, "have to-day encircled and captured the town of Lille." The enthusiasm of the people was indescribable. The experience of Mr. Perry Robinson, who on entering the town was mistaken for a British General, was typical of the scene. "It was useless to deny it," he writes, "for who could argue with a hundred thousand people mad with joy? . . . Cries hailing one as 'saviour' and deliverer mingled with shouts of 'Vive l'Angleterre,' and the constant refrain, 'Nous avons tant souffert.' The extraordinary thing was the multitude of French and Allied flags draping the streets."—[British Official Photograph.]

"THE SILENT DIVISION" IN THE GREAT ADVANC

DRAWN BY R. CATON WOOD



UNDER MACHINE-GUN FIRE FROM THE HOUSE ON THE RIGHT: NE

The New Zealanders, who this month have kept the fourth anniversary of the sailing of their original expeditionary force on October 16, 1914, have been taking a gallant part in the great Allied advance on the Western Front. This drawing illustrates a typical example of their steadiness and courage under fire. Though German machine-guns in the house seen on the right were sweeping their ranks, they continued their advance undaunted towards the German positions on the sky-line in the left background. Over the timber bridge built by the Engineers across a 40-foot wide stream, they went in groups of six or eight, and under cover of a mound on the further bank, from the top of which some of them stayed to fire at the enemy's machine-gun post, they deployed into open order in the field beyond. All their objectives were won. "As to the fighting powers of the New Zealanders," writes Dr. J. Holland Rose,

A GALLANT ATTACK BY THE NEW ZEALANDERS.

FROM A SKETCH BY ALFRED PEARSE.



LAND TROOPS ADVANCING TO ATTACK GERMAN POSITIONS.

well-known historian, who recently visited the front, "there is no need to speak. Nor can I say anything about the kindly attentions showered on me in their dug-outs and tents. I ened to visit them when many of their troops were just back from the trenches for a well-earned rest. They marched in weary, hollow-eyed, but indomitable—above all, silent. To my ise, their pals received them in a matter-of-fact way, as if they were coming in from a route march. No cheering; only a nod here and there. Yet these men, during their stunt, driven the Germans back many miles, had recovered important positions, and seized dumps of German ammunition before it could be blown up. Certainly they merit their sobriquet, Silent Division.' They are men of the old breed, these Britons of the Antipodes."—[*Drawing Copyrighted in the United States and Canada.*]

THE UNITED STATES AT WAR.

XII.—THE REALLY VAST CHANGE OF SENTIMENT TOWARD ENGLAND.

By Edward Marshall.

A SMALL boy—very small, very interested, rather frightened—stood screaming in a sort of awe-stricken joy, July Fourth, 1879, on a village roadway in Western New York State, U.S.A., listening to the crack of rifles, the deeper-toned explosion of fowling pieces, and the definite roar of "sawed off" shot guns, all in the hands of farmers, shopkeepers, various male residents of the village. Since then that small boy has heard the musketry of battle many times, on two continents, but never has it had a sound so awe-inspiring, so fully gratifying. The fusillade, which continued for an hour, was directed at a British flag which had been swung across the American country roadway by an English-born tavern-keeper before his place of business. Probably he had been drinking. No sober man so would have outraged American popular feeling of that day and on that day. He was one whom all small boys avoided—for was he not an Englishman? He had built a profitable business in spite of his black birth, in spite of the fact which stood out paramount in at least the young American's mind—the mind studying the school history of the time—the fact that he was of the race which had hired Hessians to fight the gallant New England colonists a hundred and three years ago at Bunker Hill. The tavern-keeper fled, had his business sold, and very wisely never showed his face again in that locality. That was one episode of the old, mistaken spirit which existed not so many years ago in the United States, and I was the boy.



ON THE TOP OF A CAPTURED GERMAN POSITION: AMERICANS DIRECTING ARTILLERY-FIRE.—[*Photograph by Signal Corps, A.E.F.*]

Now let us turn to this present month of storm and stress in a world torn by battle and intensely strained by great war-effort. To-day this message comes to me from New York City: "The Sulgrave Institution, named after the English ancestral estate of George Washington, organised to promote a new closeness of relationships between the British Empire and the United States, is planning a nation-wide celebration of British Day, Nov. 9, in commemoration of the Battle of Ypres in 1914. All the National Patriotic Societies of the United States are appointing delegates. The resolution passed, which forms the basis of the celebration, refers to the Battle of Ypres, where British Contemptibles taught the world a lesson of steadfastness to duty and to liberty." The message further states that the celebration also recognises with an honour felt in all American hearts the "services so long performed by the magnificent British Fleet in guarding the world's liberty and the freedom of the seas."

The change from the days when I, a little boy wearing a cocked hat of folded paper, dashed with my wooden sword against the golden-rod in a farm field and cut it down with wild enthusiasm, pretending that each stalk was a sturdy British soldier, is great; it has come about in the course of many years. That resolution recognising the British Fleet's services to the cause of liberty indicates a quicker metamorphosis; for when I last left America, in 1916, the feeling among many was extraordinarily strong that British naval ships and naval officers had gone much too far in supervising the world's commerce, including ours. A friend straight from New York casually told me yesterday that as he had struggled to his ship on a recent Sunday—when taxicabs were forbidden because they would, if used, consume petrol which might be valuable to the Allies—riding with his luggage upon a sorry wagon drawn by a tragic horse, his progress was arrested at Madison Square because a group of churchgoers had caught sight of a British naval officer of high rank, and had knotted in the roadway so that they might reach into his carriage to shake hands with him as they saluted him with cheers.

Obviously it is the duty of every good American to see to it that no little thing or big shall happen on our side to mar this new and beautiful appreciation of our British cousins. Many in America are aware of this, and will try to see to it. We are looking forward, as individuals and as a nation, to a long era of brotherly striving, shoulder to shoulder with the British, for the good of one another and of all the world besides.



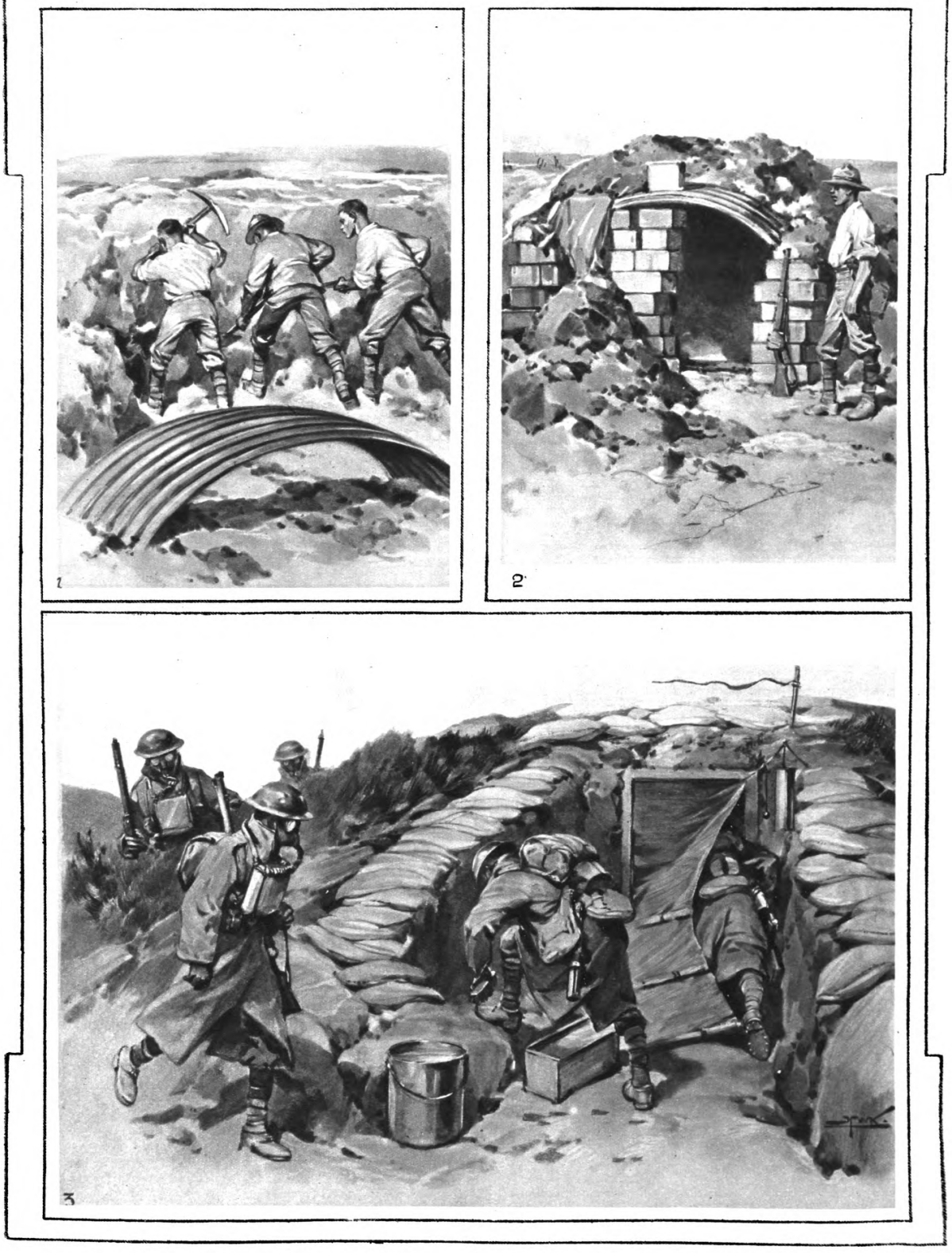
ENCAMPED: AMERICANS ON THE WESTERN FRONT.—[*French Official Photograph.*]

American enthusiasm for the gallant French is of a longer standing, but, until this war, was based upon historical enthusiasm rather than real knowledge. Now it is that sort of friendship which grows out of such intimate acquaintanceship as must convince one friend of the dependability of his comrade—that sort of friendship which binds men's souls and women's. In that same Madison Square, New York, which is as central and as much a theatre of the life of the American metropolis as is Trafalgar Square of that of London, has been erected a great structure which is called "The Altar of Liberty." At a recent service there some of the most celebrated artists in the Metropolitan Opera Company (accepted as the greatest singing organisation in the world) risked their precious voices in the open air by singing "The Marseillaise," followed by the American "Battle Hymn of the Republic." "God Save the King," unfortunately, is not an effective anthem for the United States, because the national hymn, "America," is sung to the same tune, and so the melody represents American patriotism rather than a tribute to the British to the American mind. But another artist sang "Rule, Britannia." It is a pity that no song exists which, when sung in the United States, inevitably and thrillingly will bring to American minds the splendour of the British Empire as a whole—its steadfastness, its altruism, its gallantry on land as well as on the sea. In the meantime, at every labour meeting where England and the British are mentioned by a speaker, cheers are spontaneous; and it is noteworthy that a close and cold-blooded (even suspicious) American Secret Service observer believes that these cheers, when they come from German-Americans—which is often the case—are genuine.

As things at present stand, that thing which is British and that thing which is French, those men who are either, those suggestions which emanate from any of the Allied Governments, are given instant sympathy in the United States. A very little cultivation of these most advantageous conditions will make them even better in the future after the war ends—that brilliant future which now seems so close. For at last we really have "got together." But a fear in many American hearts was expressed to me the other day by a very eminent man from the United States, that when our actual co-operation in the war comes to an end the effort at building the new friendship will cease suddenly—that trade rivalries will obscure it, that quibblings will be fomented by those enemy agents who now are gagged on both sides but who then will find their voices free again; and that some of the immense practical and sentimental advantages will be lost which have been gained. This American, who is of note on both sides—who, indeed, is loved on both sides, wishes to see permanent enterprises for the preservation of the new friendship put on foot at once; he wishes to see literature prepared at once; he wishes to see on both sides the birth of many societies, in some sense like the famous Pilgrims, but dealing with more practical and definite subjects. He has requested me to ask both Englishmen and Americans to make suggestions which can be sent along to him. The new friendship must endure after the war ends. How can this best be assured?

"DIGGERS" IN FRANCE: LIGHTNING SPADE-WORK; GAS-PROOF DUG-OUTS.

DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY ALFRED PEARSE.



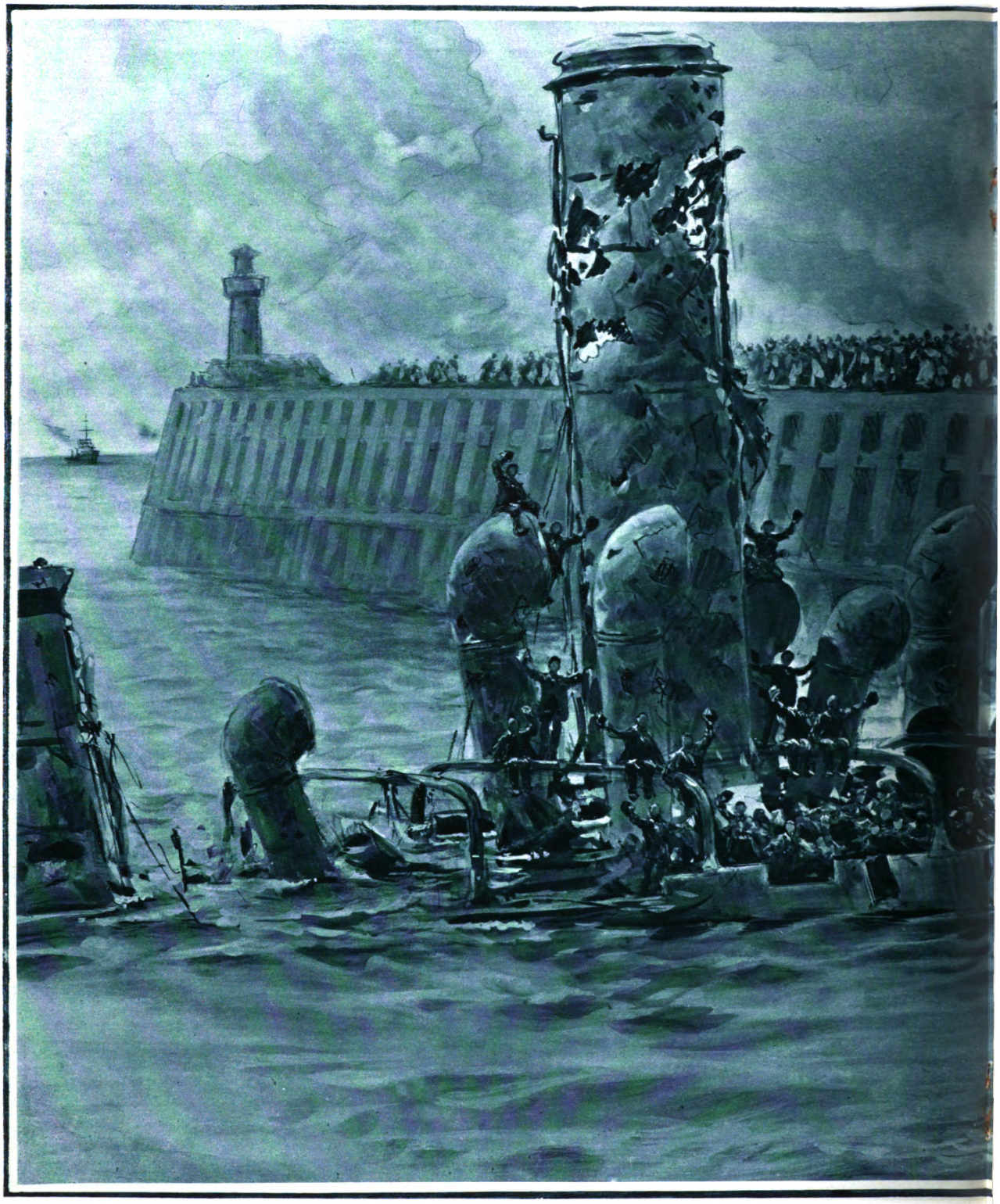
1 RAPID CONSTRUCTION OF BIVOUACS: NEW ZEALANDERS BEGINNING WORK. | 2. BUILT IN ABOUT AN HOUR, WITH ROOM FOR SIX MEN: A FINISHED BIVOUAC.

3. WEARING MASKS AND DAMPING THEIR BOOTS BEFORE GOING IN: SOLDIERS HURRYING INTO A GAS-PROOF DUG-OUT DURING A GAS-ATTACK.

The New Zealanders are familiarly known as the "Diggers." The lower drawing shows men hurrying to a gas-proof dug-out during a gas-attack. The floor is sprinkled with a preparation to kill any gas liquid or element carried in, and each soldier has to brush his boots with a wet brush. The dug-out has a covering door of gas-proof material. Outside is hung an alarm-gong made of a shell-case. A bayonet stuck on the parapet has a piece of ribbon tied to it to show the direction of the wind.

THE CLEARING OF THE BELGIAN COAST: THE KING

DRAWN BY S. BEGG



THE OLD SHIP WAS COVERED BY YOUNGSTERS OF THE TOWN": KING ALBERT AND

King Albert and Queen Elizabeth, with their usual courage, expressed a wish to visit Ostend at the first possible moment after its capture on October 17; "either by sea or air," they said, "as long as we arrive there." Vice-Admiral Sir Roger Keyes says in his official report: "In view of the difficulty of landing and the uncertainty of the situation, they proceeded in H.M. destroyer 'Termagant,' flying the Belgian flag at the main, to the vicinity of Ostend. . . . Their Majesties landed and proceeded to the Hotel de Ville. They were received everywhere with indescribable enthusiasm." Further details are given by a correspondent, who writes of the incident here

AND QUEEN OF THE BELGIANS LANDING AT OSTEND.

Material Supplied.



QUEEN ELIZABETH, WITH VICE-ADMIRAL SIR ROGER KEYES, PASSING THE "VINDICTIVE."

illustrated: "When Admiral Keyes landed he had with him in a motor-launch the King and Queen of the Belgians, and the launch passed the place where the 'Vindictive' lay buried in the sands. The hull of the old ship was at that time covered by the youngsters of the town, who had clambered up her sides, and who cheered the British Admiral and their King and Queen with the greatest heartiness." The old cruiser "Vindictive," it will be recalled, was sunk in the harbour channel of Ostend, to block the entrance, on the night of May 9-10 last.—[*Drawing Copyrighted in the United States and Canada.*]

THE GREAT ADVANCE: LA BASSÉE RUINS; CAMBRAI

PHOTOGRAPHS BY BRITISH AND NEW ZEALAND



"A CHAPEL NIGH THE FIELD: A BROKEN CHANCEL WITH A BROKEN CROSS": A RUINED SHRINE ON MOUNT KEMMEL.



UNDER SHELL-FIRE: NEW ZEALANDERS IN SHELL POSITIONS DURING A GERMAN BOMBARDMENT.



PROOF OF GOOD CANADIAN ARTILLERY FIRE: A GERMAN 8·3 HOWITZER BLOWN OVER BY THE EXPLOSION OF AN ADJACENT DUMP.



"BEFORE HE LEFT THE ENEMY BLEW UP THE BRIDGE OVER THE CANAL": THE WRECKAGE AT LA BASSÉE.



"THE GERMANS SEEM TO HAVE HAD GREAT STORES OF CONCRETE": A GERMAN CONCRETE OBSERVATION-POST AT LA BASSÉE.



BLASPHEMOUS GERMAN VANDALISM CHALKED ON A

Mount Kemmel, shown in our first photograph, which recalls a passage in Tennyson's "Morte d'Arthur," was captured early last month. Its importance to us was great, as it commands an uninterrupted view over the plains of Flanders. It had withstood many attacks. Regarding the second photograph, it may be recalled that the New Zealanders on October 16 celebrated the fourth anniversary of the sailing of their first expeditionary force to Europe. It consisted of 8061 men. The number has since grown to nearly 100,000, while 13,870 of New Zealand's heroic sons lie buried in France, Gallipoli, and Egypt. British troops have now passed well beyond La Bassée, where for so long the enemy had held their line. "Most of our divisions," writes Mr. Philip Gibbs, "have taken their turn there, and once, after Neuve Chapelle, our Indians held the line at La Bassée and shivered in its wet trenches. So yesterday (October 5)

'ANDALISM; TANKS AND GERMAN CONCRETE.

CIAL, AND CANADIAN WAR RECORDS.



"UPHEAVED BY YEARS OF SHELL-FIRE": A GENERAL VIEW OF LA BASSÉE FROM A GERMAN OBSERVATION-POST.



HIS MAJESTY'S LAND-SHIPS GOING INTO ACTION: WHIPPET TANKS ADVANCING TO ATTACK IN A MORNING MIST.



AMONG THE RUINS OF LA BASSÉE: A MINE-CRATER CAMOUFLAGED BY THE ENEMY.



FUTILE, AS THE CANADIANS ADVANCED WITHOUT TANKS: A GERMAN FERRO-CONCRETE TANK-TRAP AT PRONVILLE.



CAMBRAI: "GOTT MIT UNS"
KEN BEDSTEAD.



WHERE THE GERMANS WANTONLY WRECKED ALMOST EVERY HOUSE:
A TYPICAL BEDROOM SCENE AT CAMBRAI.

vith all these memories in one's mind, it was a thrilling thing to pass beyond our old front line upheaved by years of shell-fire, past those scarred brick-stacks among the mine-craters in vhich many men were blown sky-high, and into the town of La Bassée, which was German until a few days ago. It was a big town. . . . But it is nothing now but a wild ruin, and hat high street no more than a brick-strewn track between bits of houses blown into fantastic shapes. . . . Before he left the enemy blew up the bridge over the canal here and made huge raters in the roads, and arranged no doubt some devilish booby-traps. . . . Our Engineers have examined these shelters built under the ruins of La Bassée—the Germans seem to have had reat stores of concrete for their work—and have marked some of them with the word 'danger' in red."

SCIENCE JOTTINGS



THE BUILDING OF ST SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.

THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.

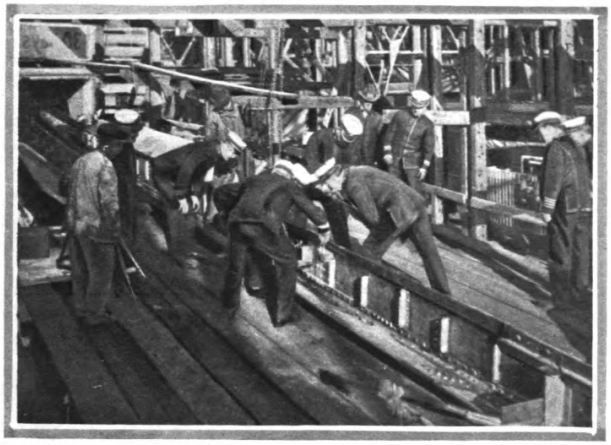
BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST SOPHIA.

THE DISCHARGED SOLDIER.

AS I write, peace is already in sight, and may have become an accomplished fact before any very long time has passed. When that happy event comes, the discharged soldier—already with us in sufficient numbers to make his employment a vital question—will return to the country in a steadily increasing flood, and the problem will have to be taken in hand seriously. How our ancestors solved it we all know. The old rhyme—

> When war is near and danger nigh
> "God and the soldier" is the cry.
> But when war 's over and danger frighted
> God is forgotten and the soldier slighted.

is sufficient evidence. After the Napoleonic wars he was simply bowed out by the civil authorities whom his valour had saved, and wandered about the streets and countryside begging his bread, or at the best eking out existence on a miserable pension of a few pence a day. Only in those days he had no vote, and this could be done safely. At present he has more efficient means of making himself heard, and "something," to use the time-honoured phrase, will have to be done for him.

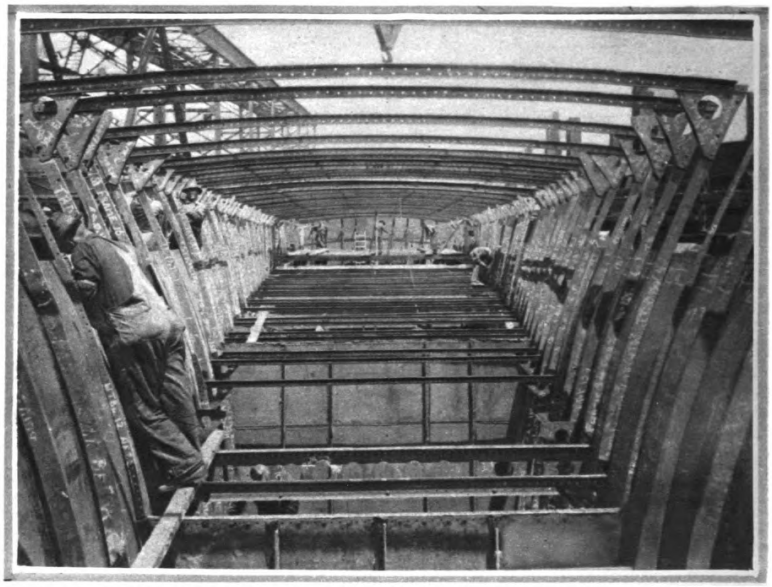


A RECORD AMERICAN SHIPBUILDING FEAT: A DESTROYER COMPLETED IN 70 DAYS—LAYING THE FIRST KEEL-PLATE, AT MARE ISLAND, CALIFORNIA.
American Official Photograph.

For some—and we will hope rather than believe that they are the majority—of the men who leave the Army, employment is already assured. Certain employers—all honour to them!—have kept their places open for them, and on their return to civil life they will drop back into their former occupations to enjoy the rise in wages which the war has brought about and which is not likely soon to abate. But these are, as a rule, the aristocracy of labour—the skilled men who have learned a trade, and are, therefore, not likely in any case to remain long out of employment. Of the remainder, many are seriously handicapped in the struggle for life by their injuries; but with these necessity and the shortage of labour has already forced our rulers to make a start. Under the fostering care of the Ministry of Pensions and the Ministry of Munitions, inventions—commonly called "jigs"—have been devised whereby a man deprived of an arm or leg, or even of both, can in certain cases be used to do mechanical work of a high order, and many thousands have already been trained in the use of such machinery in the Training Schools of the two Ministries. As these machines will hardly be what is called "a business proposition" when labour is more plentiful, care should be taken at once that a certain part of every large factory, whether directly under Government or in the control of firms like Armstrong Whitworth, Vickers, or—shall we say?—Brunner, Mond, and Co., is set apart for such machines, and that men who have been mutilated in the service of their King and country should be set to work them.

There will still remain the ex-Service men—and the phrase must be taken throughout as including discharged sailors as well as soldiers—who are neither skilled nor mutilated. Truth compels one to say that a certain—perhaps a large—proportion of these are unemployable in ordinary conditions. Many have been through sufferings, whether in foreign prisons, in hospitals, or merely in the trenches, which would leave an indelible mark on any man, and must needs alter his outlook on life, by no means always for the better. Moreover, the perfect soldier is, as every officer knows, by no means the same type of being as the workman who is in the eyes of his employer perfect, inasmuch as he can be trusted to turn out the maximum output of saleable goods with machine-like regularity. More often is he reckless of consequences, a daredevil who disdains to provide for contingencies, and with a reserve of energy which he can keep untouched for great occasions only by doing rather less than his full share of work at other times. Further, he is generally a confirmed grumbler, inclined to magnify trifling annoyances while making light of great ones, and cherishes deep down in his heart a contempt for civilians and their ways which makes him by no means a model servant. For such a man, factories—in which, according to economic and "reconstruction" authorities, the greater part of the civil population is henceforth to spend its life in paying off the debt we have accumulated—are not the Paradise they seem to others. Yet he would do well in "cottage" industries, where a man works at his own home, can give scope to the artistic instincts that such a character as has been just sketched often possesses, and can work or make occasional holiday as he pleases without any master to say him nay. It is along such lines that the discharged Service man should by preference be employed; and it is "up" to the authorities to provide, by means of the County Councils and Local Pensions Committees which have been formed during the war, facilities for them in every village. When we read of the Germans in their retreat destroying French lace-making machines costing 50,000 francs apiece, one wonders whether Englishmen cannot be taught to use such things as well as our glorious Allies.

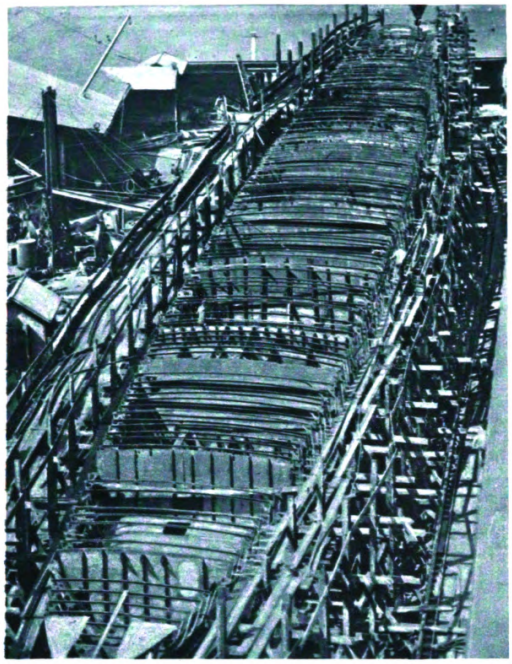
There remains work on the land, and employment as watchmen, porters, and doorkeepers—all which places should certainly be kept for men who have fought for their country in preference to those who have not. Legislation—of which we have lately had more than enough—may be necessary in some of these cases; but the main point is that our rulers should take the matter of these reservations in hand at once. — F. L.



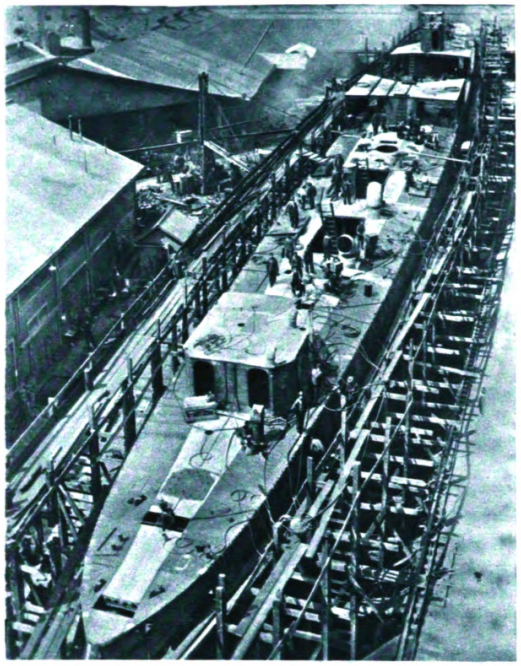
BUILDING A DESTROYER IN 70 DAYS AT MARE ISLAND, CALIFORNIA: ASTONISHING PROGRESS ON THE THIRD DAY FROM LAYING THE FIRST KEEL-PLATE.
Further photographs and details of this remarkable shipbuilding feat are given on the opposite page.—[*American Official Photograph.*]

A DESTROYER IN SEVENTY DAYS! A FINE AMERICAN FEAT.

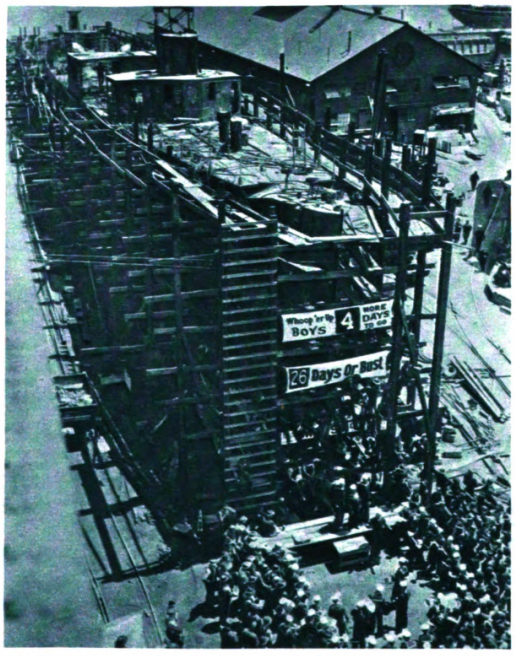
American Official Photographs.



THE BUILDING OF A DESTROYER IN 70 DAYS AT MARE ISLAND, CALIFORNIA: PROGRESS ON THE SECOND DAY.



PROGRESS ON THE TENTH DAY: A GENERAL VIEW OF THE DESTROYER UNDER CONSTRUCTION AT MARE ISLAND.



"WHOOP 'ER UP, BOYS!" PROGRESS ON THE THIRTEENTH DAY—WITH A NAVAL BAND PLAYING BELOW.



"FOURTEEN DAYS OLD TO-DAY. SHE'S SOME BABY!" PROGRESS ON THE FOURTEENTH DAY FROM LAYING THE KEEL.

A tremendous development in American shipbuilding has taken place. The shipyard workers realise the importance of their labours, and, it has been said, "shipbuilding has become a crusade." This result is largely due to the active propaganda and personal stimulus of Dr. Charles Eaton, head of the National Service section of the U.S. Shipping Board. Vast new yards have been rapidly constructed, and building has been speeded up both on the Atlantic and Pacific coasts. Last year only 20,000 men were employed in shipbuilding in the United States, while to-day there are over 300,000. Our photographs illustrate a typical feat which established a new record—the building of the destroyer "Ward" at Mare Island, California. The keel was laid on May 15 last, the launch took place on June 1, and the ship was in commission on the seventieth day.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SPEAIGHT, LAMBERT WESTON, ELLIOTT AND FRY, SWAINE, DAVIS, BURTON.



2ND LIEUT. D. H. A. SIMSON,
R.F.A. Only child of the late Mr. David Simson, and of Mrs. Simson, Ickleford Manor, Hitchin.



2ND LIEUT. WILLIAM G. CHARLTON,
Durham L.I. Killed in action. Son of Mr. and Mrs. John Charlton, Seaton Delaval.



LIEUT. (ACTING CAPTAIN) H. BEAN,
Seaforth Highlanders. Aged twenty-three. Has been reported by the authorities as having been killed in action.



LIEUT. FRANK ALAN HICKS, M.C.,
Royal Fusiliers. Eldest son of Mr. Alan Hicks, of Great Murreys, Ashstead. Mentioned in despatches.



2ND LIEUT. S. F. J. CAMPBELL,
London Rifle Brigade. Killed in action in France. Son of Mr. F. Campbell, Somerset Road, Walthamstow.



CAPT. DUDLEY G. A. ALLEN,
R.A.F. Second son of Mr. and Mrs. A. W. Allen, late of St. Pierre, Willesden Green. Killed in action.



LT.-COL. R. D. FALCONAR-STEWART, D.S.O.,
A. and S. Highlanders. Son of Mr. George Falconar-Stewart, late Secretary to the Local Government Board for Scotland.



LIEUT. GERALD DRUMMOND, M.C.,
Scots Guards. Only son of Major and Mrs. Archibald S. Drummond, of the Chantry, Bisley, Stroud.



LIEUT. J. H. TURNER, M.C.,
Royal West Kent Regt. Husband of Mrs. Turner, of St. Abbs, South Norwood Hill, S.E.



LT.-COL. CHARLES E. R. HOLROYD-SMYTH, M.C.,
Dragoon Guards. Second son of the late Col. J. H. G. Holroyd-Smyth, C.M.G., and Lady Harriette G. I. Holroyd-Smyth, daughter of the fifth Earl of Mount Cashell.



MAJOR H. C. B. KIRKPATRICK, D.S.O., M.C.,
King's Own Scottish Borderers. Had been reported missing—now reported believed to have been killed.



LIEUT.-COLONEL J. G. DOONER, D.S.O., CROIX DE GUERRE,
Royal Field Artillery. Has been reported as killed in action. Awarded the Distinguished Service Order, and also decorated by the French.



CAPT. H. A. FANE, M.C.,
Yeomanry. Reported as having died of wounds received on active service. Was awarded the Military Cross for great gallantry in action.



2ND LIEUT. JOHN STANLEY CORLESS,
Sherwood Foresters. Youngest son of Mr. and Mrs. William B. Corless, of Ulcrigg, Greaves, Lancaster.



LIEUT. ARTHUR H. C. GALBRAITH,
Royal Garrison Artillery. Son of the late Major-Gen. Sir William Galbraith, K.C.B., and of Lady Galbraith.



LIEUT. D. R. HUNT,
R.A.F. Eldest son of Mr. and Mrs. David Hunt, of Heatherdene, Milligan Road, Leicester. Has been reported by the authorities as having been killed in action.



PAYMASTER C. GRENVILLE MAILE,
Royal Naval Reserve. Killed in action. Second son of Mr. and Mrs. G. C. Maile, of Golder's Green.



LIEUT. ROBERT STANNARD HERBERT,
R.A.F. Only son of Mr. and Mrs. Leonard Herbert, of Argyll Mansions, W. Killed on active service.



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Environment affects us all, perhaps in greater degree than we imagine, and surroundings 'designed by Harrods' are alike a constant source of satisfaction and of inspiration.

Under Harrods direction an unusual skill in planning, taste in selection of the furnishings, a trained perception for tone-harmonies, an unrelenting jealousy for what is good and of repute, and an unfailing understanding of the essential elements of 'fitness,' all contribute and co-operate towards that individuality and restfulness which mark the vital difference 'twixt a mere dwelling-place and 'home.'

The upper illustration shows a Harrods Scheme of Period Decoration, and the lower one is of an Entrance Hall, eloquent of comfort and cosiness and 'kindly invitation.'



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LITERATURE.

"All the World's Aircraft, 1918."

In the editing of "All the World's Aircraft, 1918" (Sampson Low) the mantle of the late Mr. Fred. T. Jane has fallen upon Mr. C. G. Grey, a name well known to readers of this paper. The said mantle has grown into a somewhat more voluminous garment than formerly, as was to be expected in view of the constantly increasing development of aviation. The new issue of this well-known annual work of reference, now in its ninth year, has been duly passed by the official Press Bureau, and contains all that we are allowed to know concerning our own aircraft and those of our Allies, and everything that it has been possible to discover about those of our enemies. The result is a volume of extraordinary interest—one of the real "indispensables" for the library of every one connected in any way with the science of flight.

As in previous years, the book is profusely illustrated by excellent photographs and diagrams. A large portion of it is taken up with a tabular account of the Air Services of the various nations of the world, aeroplanes and air-ships being dealt with in two separate parts. A large section is also devoted to the world's aero-engines. The literary contents likewise include an aeronautical dictionary, an international glossary of technical terms, lists of R.N.A.S. and R.A.F. honours for 1917, and several articles by well-known experts. Thus, Captain W. E. de B. Whittaker writes of "War Flying in 1917," Mr. W. L. Wade on "War and the Air-ship in 1917" and "Historical Air-ships," Mr. Cyril Sylvester on "Aeromotor Development in 1917," and the Countess of Drogheda on "War Balloons and Parachutes"; while the editor himself contributes a preface and an article on "The Step-by-Step Development of the Aeroplane." Altogether, Mr. Grey is to be sincerely congratulated on his work, which must have been accomplished under many difficulties.



POETIC JUSTICE: GERMAN PRISONERS EMPLOYED TO REBUILD HOUSES FOR WHOSE DESTRUCTION GERMANY IS RESPONSIBLE.

It has been suggested that if Germany could not pay in cash for the havoc she has wrought, she could be made to pay in kind, especially in labour and timber.

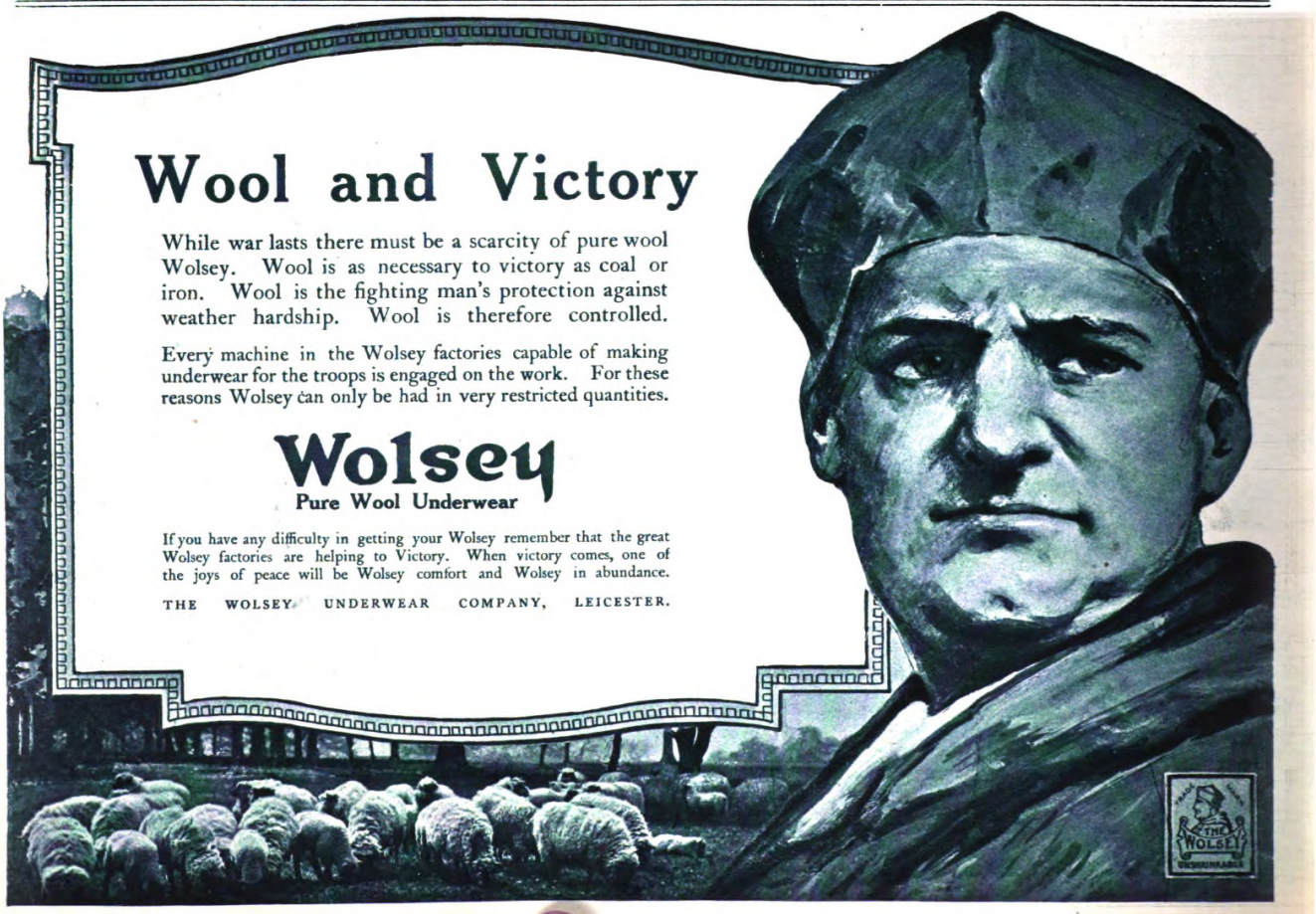
French Official Photograph.

"A Floating Home."

To those "long in populous city pent" there is something very alluring in the idea that the conventional villa or flat might be exchanged for a sailing-barge, fitted up with all the amenities of home, with the added attraction of being free from rent and rates. It may have its drawbacks, but it can be done—witness "A Floating Home," by Cyril Ionides and J. B. Atkins, with illustrations (in colour) by Arnold Bennett, photographs, appendix, and glossary (Chatto and Windus). Mr. Arnold Bennett here makes his first appearance as an illustrator, and that fact is interesting in itself, even though he is not as skilful with the brush as with the pen. In the literary side of the book he seems to have taken no part. The story is told by Mr. Ionides, with whom Mr. Atkins has collaborated, and its purpose is threefold — first, to show how the problem of making ends meet on small means can be solved by living afloat; secondly, to pay a tribute to the barge skippers of the Thames and their picturesque craft; thirdly, to study the humours of Essex dialect. On the first head, the author gives a detailed account of his purchase of the *Will Arding*, a trading-barge, and its conversion into a civilised abode under the name of the *Ark Royal*. The process included a thorough disinfection, and much carpentry and painting work. The complete bill of costs, amounting to £375 19s., is given in an appendix, together with a plan of the boat, showing that she contains a saloon, dining-cabin, five sleeping-cabins, kitchen, and bath-room. The character of the Thames bargee and the dialect in which he speaks are described, with much insight and humour, in incidental dialogues and yarns. The book throws a new light on a class of men hitherto regarded as the literary property of Mr. W. W. Jacobs, of whose books our author writes that his "delightful barge skippers are abstractions. They may be Essex men, but they are not recognisable as such. Enough that they amuse the bargee as much as they amuse everybody else." The book was apparently written before the war, to which there is no allusion, the only indication of date being the year 1912 on one of Mr. Arnold Bennett's water-colours. Probably we must wait till peace comes before we can try the experiment of life on the ocean wave. To-day, doubtless, the price of barges has risen; and such considerations as mines, submarines, and air-raids might complicate the problem. Still, that does not detract from the charm of a very entertaining adventure.



CAMOUFLAGE ON THE BRITISH FRONT IN ITALY: A MILITARY CAR ON A SCREENED ROAD.—[*British Official Photograph.*]





It's all Nourishment

The children must have nourishing food.

FREEMANS DEVONSHIRE CUSTARD is ALL nourishment. You will get the best out of a pint of milk by using it to make the children a dish of this "oh-so-delicious" Food Delicacy. Try it served cold with stewed or bottled fruits, and try it served hot for supper on cold evenings.

FREEMANS DEVONSHIRE CUSTARD is a really economical war-time dish, as delightfully appetising as it is satisfying and nourishing—rich and thick like Devonshire Cream.



Order a large packet to-day and always keep a packet in reserve to make an emergency dish.

It is false economy to neglect nourishing food, so insist on FREEMANS, because it's ALL nourishment.

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OXO
AT THE FRONT.

Extract from a letter received from France:—

"There is nothing better than OXO for a man who has to face the rigours of winter campaigning.

"At all times and under all conditions I have proved its value in keeping a man absolutely fit."

The value of OXO to all branches of H.M. Forces continues to receive remarkable endorsement in numerous letters received by OXO Limited and the Press from men on active service and in training.

It aids and increases nutrition; it stimulates and builds up strength; it is easily carried; it is made in a moment, and with bread or a few biscuits sustains for hours.



Sole Proprietors and Manufacturers: OXO Ltd., Thames House, London, E.C.4.

LADIES' NEWS.

THE Marchioness of Carisbrooke, who has been unwearying in organising matinées and other entertainments for war relief, is going to have a holiday soon—and such a holiday! She leaves, or has just left, for a visit to her sister-in-law, Queen Victoria Eugénie of Spain. It will be a renewal of acquaintance of several years ago—if, indeed, the sisters-in-law have ever met. Lord Carisbrooke is the Queen of Spain's favourite brother, and he has made several visits there. Lady Carisbrooke, too, has been in Spain before with her late father, with whom she also visited India for the great Durbar, when she was among the guests of the cricketer Jam of Nawanagar, who knew the late Lord Londesborough well, and stayed often at Londesborough Lodge during Cricket Week at Scarborough. Lady Carisbrooke is sure to get on well with her brother-in-law, King Alfonso, for, in American parlance, both are "good sports."

Of Ferdinand, late of Bulgaria, we hear a little; of his wife not at all. She is a Princess of Reuss, and an heiress; also, she is a Lutheran in this strangely mixed family. Ferdinand and his two sons were Catholics, and are now Orthodox Greek Church. The two daughters, Eudoxia and Nadejda, are Catholics, as their mother, a Princess of Bourbon-Parme, was. The present wife of this wily person is a German, and has one sister and no brothers. The Reuss succession goes by numbers, all the Princes being called Henry. The present head of the elder branch is Henry XXIV.; while in the cadet family there is a Henry XXXIX. Following the line of succession is like a Chinese puzzle, as is also the case with the Turkish dynasty. Ferdinand's wife was said before the war to have been an unhappy woman domestically, and to have devoted her life to good works.

When a scion of the House of Romanoff designs dresses for women we should think ourselves favoured indeed. I fancy we always have thought so. Count Michael Torby designed some dresses for the stage with such success that there resulted a one-man show of his designs, for war charities; and the models, carried out in the newest fabrics, caused a chorus of admiring remark. Some criticism, of course; for every woman sees clothes from her personal point of view—which is, how they will look on her own self! Count Michael is an artist: how could he be otherwise? His mother is artistic to her finger-tips, and his father, the Grand Duke Michael Michaelovitch, is also extremely artistic. At Eton the young Count was always drawing. His two sisters are always charmingly turned-out, but never in the least extravagantly or in a bizarre way. The family fortunes have fallen in the Revolution; dress-designing, if successful, is lucrative; and, one may add, a dress-designer is a real autocrat!



AN ARTIFICIAL SILK SPORTS COAT.
Made in the newest shape of artificial silk in black-and-white shot effect, and trimmed with black, it is a most useful garment for golf, walking, and all field sports. It can be obtained at Messrs. Shoolbreds' for the sum of 89s. 6d.

An addition of a second son to such a Saxon family as that of Sir Hereward Wake is a reason for congratulation. Lieutenant-Colonel Sir Hereward Wake, D.S.O., is descended from Hereward the Wake, son of Leofric, Lord of Bourne. Lady Wake was pretty little Miss Daisy Benson, and she was married from the town residence of her uncle, Colonel Sir George Holford—Dorchester House. Her brother, who is singularly handsome in a young Greek god style, was announced to be engaged to Lady Irene Curzon, eldest daughter of Lord Curzon of Kedleston, who will inherit a barony and a fortune. The Bensons are also reputed to be very wealthy.

By their ways we shall know them—the efficient, capable women who ought to have a say, however humble, in the management of that great palace of State—our Government—after the war. A woman who keeps her own home in absolute order, gets on with her servant or servants, and generally shines out in her own little circle, is worth keeping an eye on for inclusion in direction of larger matters. Such a woman wastes neither time nor money over her shopping; she gives herself just so long each week at Shoolbreds' fine house in Tottenham Court Road, and there gets all she needs for her person, her children, and her house. Her reason for going there is sound; she will explain that the salespeople take an interest in her, lay themselves out to please her and give her the best possible value. The clothes are styleful and of the latest date; while the great sale of them makes it possible to give quite exceptional value. The same system rules throughout. Just now customers are crowding to get blankets, eiderdowns, warm underclothing, winter coats, furs, and beautiful ready-to-wear costumes and blouses. Autumn models, materials, and curtains and rugs are among the present attractions at this great house, and are proving most satisfactory investments to the thousands of capable and efficient women who put her faith in Shoolbreds', and never regret so doing.

A friend, lately from Paris, tells me that times there are gay, if expensive. Parisiennes, she says, are beautifully dressed—their skirts shorter and their boots longer than ever. Some jealousy we feel, for here we have so decided a shortage of leather that such great and well-known

[Continued overleaf.



"I must apologise for being late. Both laces broke and not another in the house."
Hostess: "Why don't you ask always for **Hurculaces.**"

Hurculaces
GUARANTEED BRITISH MAKE

Hurculaces are the ideal laces for boots or shoes.

The enormous demand for Hurculaces has necessitated a rationing of supplies; so, if you cannot obtain immediately, leave an order for delivery as early as possible. Hurculaces are so strong in wear and so smart in appearance that they are well worth waiting for.

Stocked by all Drapers, Outfitters, and Bootmakers.
Manufacturers: Faire Bros. & Co., Ltd., Leicester.

Longest Wear: Least Repair

The most desirable leathers and the most skilled workmanship are to be found in F. H. & W. Boots and Shoes. In this way you get real value in first cost, as well as ultimate value, for every piece of our Footwear will give splendid service over a long period with a low repairing expense.

The F. H. & W. range includes a style for every fancy and a size for every foot.

The "MIRANDA" *(Registered.)* Stocked in Button, Lace, & Derby Shapes 32/6



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A client writes:—"I find I simply cannot do without your Preparations. I have tried everything in the world, and find nothing that can compare with yours."

The **Ganesh Diable Tonic** is the best known Preparation for clearing, cleaning, and whitening the skin—it closes the pores and is an excellent wash for tired eyes. Prices: **5/6, 7/6, 10/6, 21/6** and **57/6** per bottle.

Sample Bottle 1/- on mentioning this paper.

Letters can be seen privately. **Send for Book of Advice.**

A Woman's Worries

By ESTELLE.

IT was a charming garden in which to spend a brief holiday. Michaelmas daisies and late roses steeped themselves in the autumn sunshine, and a robin's song sounded in the apple-tree. The clamour of the munition factory seemed very far away.

A quarter of an hour passed drowsily. I woke to find Isabel, looking cool and delicious in a white frock, standing beside me.

"You pretty creature," I said, "sit down and let me have a look at you. You can't think what a joy it is to see you looking so sweet and nice. One cannot preserve their appearance in a shell-factory."

"I am not so sure," said Isabel. "Certainly T.N.T. and things must be rather distressing, but that is not the only work that is telling on the looks of our sex, my dear. Most girls who are on the land, or motor-driving, get dreadfully sunburnt, and the hair of many V.A.D.'s is a thing to weep over. Always wearing a veil ruins one's hair."

"Always wearing a cap at the factory is certainly spoiling mine," I said ruefully. "I was never a beauty, but I had rather decent hair. Now it 's getting very grey and thin, and I simply haven't the time to wave it and make it look respectable."

Isabel stared at me in charming dismay. "Dreadful," she exclaimed, shaking her head so that the sun glinted on her own rippling, burnished hair. "This is, indeed, a minor horror of the war. I do hope women will not sacrifice their charm as well as everything else in doing their bit. There is no necessity for anything of the kind, and if you will let me talk without interruption for about ten minutes, I think I can show you that usefulness and ugliness are by no means inseparable."

She leant back in her chair, and as she spoke, I noted the clear whiteness of her skin, the beauty of her hands and nails, the long dark lashes that gave shadowy charm to her eyes and contrasted so well with her fair, wavy hair.

"This war," she began, "is making us find out what is essential and what isn't. We have wasted time, and we 've got to work doubly hard to make up for it; that is why you and I have spent five hours to-day in thinning out turnips, instead of lounging in cultured ease. Nevertheless I keep a thick hedge round my kitchen garden, and a few beds filled with flowers and not with onions, because when Jack comes back, he likes to see this place looking as he remembers it. Also I like to look as nice as possible without spending much, because he appreciates it. Last time he came back"—she smiled rather shyly—"he said I looked 'worth fighting for!'"

"You do," I interposed heartily.

"Well," she resumed, "hard work is certainly bad for one's appearance, and women are realising, to their dismay, that the pre-war methods of soap-and-water followed by a dabbing with some cheap face cream, and an application of powder—methods which sufficed when one led an easy, sheltered life—are not enough to counteract the real strain put upon the skin by strenuous outdoor work. That kind of thing will not prevent you from burning and chafing when you are out all day in strong sun or wind. I have suffered agonies myself from 'freely applying' a so-called 'soothing and healing' cream to an already smarting skin. However, I am free of all complexion worries now. When I first took up gardening I got dreadfully sunburnt. I cured it by using mercolised wax; even our village chemist sells the blessed stuff. I cover my face and neck with a thin layer of the wax, which absorbs the old skin invisibly and painlessly, leaving the fresh new skin exposed. It 's only hastening Nature's way, of course.

"I used to think powder was indispensable. But the extravagance and waste involved in using powder made me think. Now I use a simple but very effective home-made lotion of cleminite and water that gives the bloom of powder, and *remains all day*. Think of the joy of not having to worry perpetually as to whether one's nose is shiny or not. Moreover, cleminite is good for the skin, and is a marvellous protection against all weather."

"Your skin is lovely enough," I said, "though I 'm afraid nothing would improve mine. I wonder, though, if you could recommend something for my hair?"

"I can," said she, "but I wish you 'd try my complexion treatment first. As to your hair, this is my suggestion: Come round to the chemist after tea and we 'll get some stallax. I 'm running out of supplies, so if you like, I 'll split an original packet with you, and you can try it. Before you shampoo your hair with it, rub a little olive oil into your scalp, as washing always dries the hair. Stallax is by far the best shampoo I know. Then I 'll make you up a tonic—no, it 's no secret—just boranium and bay-rum. As to waving, hot irons have most *disastrous* effect; besides, those hard, regular waves they put in at hairdressers' aren't really becoming to anyone. Silmerine is a very pleasant liquid, and you can regulate the waves so as to suit your features. I myself prefer a slight ripple, and I get it by damping my hair with silmerine, and leaving a slide in. There, what do you think of me as a beauty specialist?" she ended, laughing. "Here 's tea, so let 's turn to brighter subjects."

"I guess I 'll try some of your notions," I said, as we were having tea in the garden.



Princess Eugenie Cristoforos-Palæologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states: "I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brilliantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims's Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

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The HAIR GROWER

A 4/6 bottle for 2/9

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"I guarantee that this preparation is made according to the formula recommended by me."

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have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.

Also put up in Powder form.

Absolutely BRITISH. Why not give it a trial?

Continued.]

manufacturers as the Lotus and Delta are anxious that their clients should take such boots and shoes of their make as they find in the shops. It will be useless to order, or to wait for new and seasonable styles. Such of these shoes as used to go overseas are now sold at home, and up to Christmas—possibly for a week or so in the new year—we women will be able to get them in all leather. Later, they will be of fabric. Very soon the shops will have the new glacé-kid boots with black cloth tops—the first quality Lotus, the second Delta. We may take comfort to our soles that our uppers will thus be cosily encased in cloth, secured long since, which is, now, luxurious to touch as to look at. On the whole, we need not envy our French sisters; and they have to pay six pounds a ton for coal, and cannot get much even at that price!

Captain Nigel Esme Haig, who was married on Saturday (the 19th) to Miss Unity Morten—who as Miss Unity More has become a great favourite on the stage—is a kinsman of our great soldier Field-Marshal Sir Douglas of that ilk. He is the second son of Lieutenant-Colonel Arthur Balfour Haig of Bemersyde, and his mother is a sister of Lord Harris. Thomas the Rymer prophesied that "Tyde what may betyde there should be Haig of Bemersyde." Mrs. Nigel Haig, on the distaff side of her family, comes of that which gave us the late Baroness Burdett-Coutts, and her father gave the name of "Old Glory" to the American flag now being borne along daily to New Glory!

About the clothes of the hour there is no appearance of shortage of material or of money. The only shortage apparent is of skirt for day wear. There is also a shrinkage, for the slim outline holds undisputed sway in the evening and house dress campaign for the coming months. Rich brocades in gold, silver, and copper grounds of the loveliest and deepest colours are in great favour. No evening frock achieves real distinction without either embroidery or brocade. Touches of fur are found most attractive, especially on gowns of thin, ethereal fabric. Expensive as all this sounds, and is, it does not always mean actual laying down of money. Most women have brocades, embroideries, metal tissues, remaining from days of plenty, and almost every woman cherishes some fur. These things cleverly used reduce the cost of rich-looking gowns, coats and cloaks. All the same, they by no means eliminate it. Only the highest skill can combine the already used with the new in a way that makes it all of the latest; and the highest skill is ever costly. One war-time axiom we may quote in extenuation of luxurious dresses—the best is ever the cheapest!

The late Miss Talbot, millionairess and philanthropist, chose the only son of her sister to succeed to her wealth. He had been much with her, and is familiar with her ideas and the care of her great possessions, now largely his. Mr. A. Mansell Talbot Fletcher of Saltoun, the nephew in question, was a smart young Lifeguardsman about town previous to his marriage, about sixteen years ago, to Miss Winnington, a connection of the Bishop of London. They have two sons and two daughters. Mr. Fletcher's sister married a millionaire in her first husband, the late Mr. Meeking, 10th Royal Hussars, and her two girls are among the most important heiresses in this country. It is a curious thing that so often money goes where money is. A. E. L.



WIFE OF A NEW V.C.: MRS. TANNATT PRYCE—AND CHILDREN.

Mrs. Tannatt Pryce is the wife of Capt. T. Tannatt Pryce, and a daughter of the well-known London Magistrate, Mr. Fordham. Captain Pryce is in the Grenadier Guards, and displayed great bravery. He was attacked no fewer than four times during one day, and each time beat off the hostile attack, killing many of the enemy.—[*Photograph by Bassano.*]



A WORKER AT THE VICTORIA BUFFET: LADY BETHUNE.

Lady Bethune, who has been working at the Victoria Buffet for three years, is the wife of Lieut.-Gen. Sir Edward Bethune, K.C.B., C.V.O., and was, before her marriage, Miss Mary Lilian Lockhart, daughter of Col. William Elliot-Lockhart, C.B., C.V.O., K.C.B.

Photograph by Hugh Cecil.

It is, perhaps, not out of place to give a word of warning to nervous women not to be constantly worrying about influenza. One of the surest safeguards is to ignore its existence so far as is compatible with common sense. When once a thing "gets into print," scare-lovers take it up. To be in a constant state of fidget is to invite attack, and in these days of much indiscriminate travelling it is wise not to anticipate trouble. Avoid crowds and don't suspect danger too readily, are the best precautions.

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PREMATURE OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (*i.e.*, 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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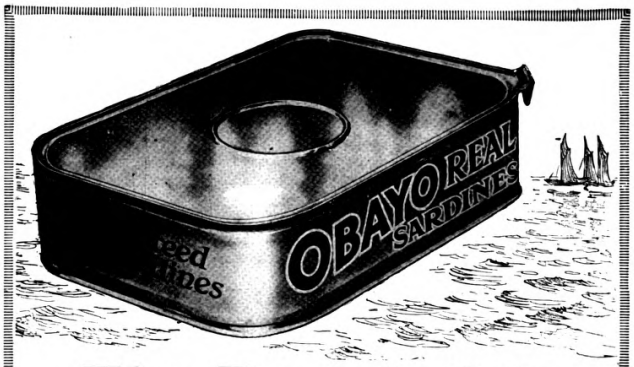
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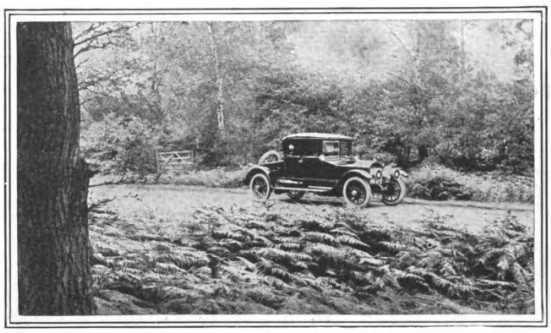
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THE CHRONICLE OF THE CAR.

German Post-War Competition.

Exactly what the economic position of Germany will be after the war is not a matter which can profitably be speculated upon here and now. Whether the few nations which have remained neutral during the world conflict will be inclined to admit German traders to their former share in international commerce is another matter, upon which we are necessarily in the dark for the time being, but it seems to be reasonably certain that Germany expects to get back at least a large proportion of her pre-war trade in the markets of the world. So far as the German motor trade is concerned, it appears that large preparations are being made for the struggle which will ensue upon the cessation of hostilities, and it looks rather as though the old game of Government subsidies was to be employed. According to the Amsterdam correspondent of the *Autocar*, the makers of the Benz car are proposing to build a six-cylinder chassis with an engine of 100 by 150 mm., probably embodying features adapted from aero-engine practice. The great Mercédès concern has an ambitious scheme in hand for throwing on the neutral markets four thousand four-cylinder cars, rated at 45 h.p., the engine having a bore and stroke of 120 by 140 mm. In Holland the price of these cars, complete with body and electric-lighting set and engine-starter, is to be something like £454 at the present rate of exchange. They are to be constructed of pre-war material, so it is said, and many of them are already built. Before the war the chassis price of this model was about £1083, so it is evident that either the Mercédès people are prepared to make large sacrifices in order to secure a proportion of the neutral post-war trade, or else the German Government is coming to the rescue with a system of subsidising industries over the period of reconstruction. In the meantime, the British motor-manufacturer is not even allowed to know where he stands in the matter of post-war designs and the supply of the essential raw materials. I do not, of course, know any more about the plans of the German trade than can be gathered by the way, but from all one hears it has been able to formulate something like a definite policy already;

(continued overleaf.



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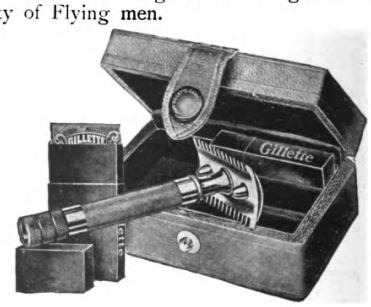
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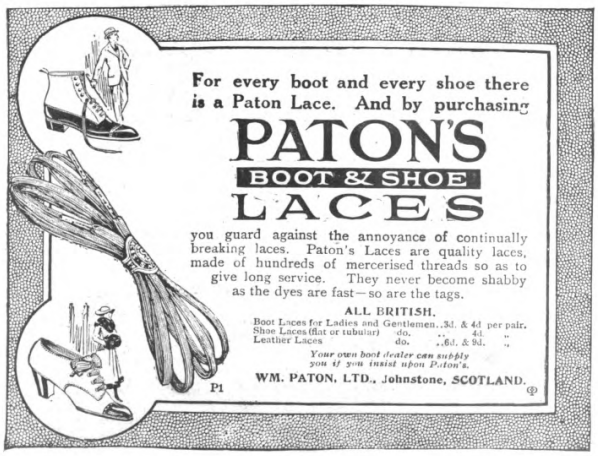


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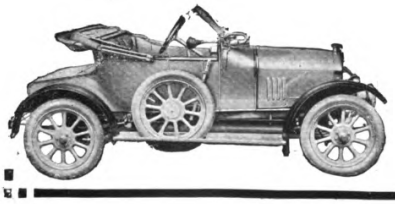
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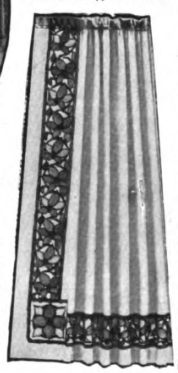
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while all we have been able to do is to speculate on the conditions which are likely to obtain after the war. It is very much to be hoped that peace will not arrive suddenly to find us no more prepared for the economic war than we were for the military conflict in 1914.

An Alcohol Committee.

We are getting on in the matter of home-produced motor fuel. Boring for oil has actually been started, and the prospects of a successful "strike" seem favourable. Much attention is being paid to the possibilities of the low-temperature retorting of cannel coals and shales, and now alcohol is to receive the attention of a Government Committee. It is announced that Mr. Walter Long has appointed such a Committee to investigate the available sources of supply of alcohol, with particular reference to its manufacture from materials other than those which can be used for food purposes, the methods and cost of such manufacture, and the manner in which alcohol should be used for power purposes. The Committee is a strong one, and representative of all essential interests, including motoring. Its members are: Sir Boverton Redwood, Bt., Director of Technical Investigations in his Majesty's Petroleum Executive (chairman); Major Aston Cooper-Key, C.B. (nominated by the Home Office); Mr. Arnold Philip, Admiralty Chemist (nominated by the Admiralty); Mr. H. F. Carlill, Industrial Power and Transport Department (nominated by the Board of Trade); Professor Charles Crowther (nominated by the Board of Agriculture and Fisheries); Dr. J. H. Hinchcliff, Department of Agriculture and Technical Instruction, Ireland (nominated by the Irish Office); Brevet-Colonel Sir Frederick Nathan (nominated by the Ministry of Munitions); Mr. H. W. Garrod (nominated by the Ministry of Reconstruction); Sir H. Frank Heath, K.C.B. (nominated by the Scientific and Industrial Research Department); Sir Frederick W. Black, K.C.B.; Professor Harold B. Dixon, F.R.S.; Brig.-Gen. Sir Capel Holden, K.C.B., F.R.S.; Dr. W. R. Ormandy; Mr. E. S. Shrapnell-Smith, C.B.E., Deputy Director of Technical Investigations in his Majesty's Petroleum Executive; Mr. Horace Wyatt, Imperial Motor Transport Council. Mr. E. S. Shrapnell-Smith will act as secretary to the Committee, and all communications should be addressed to him at the office of the Petroleum Executive, 12, Berkeley Street, London, W.1. The chairman has long been identified with motor-fuel research, and particularly with alcohol investigation. Sir Capel Holden has been a member of the R.A.C. Committee for many years, and has taken part in much scientific research in connection with automobilism. Dr. Ormandy also is one of the foremost advocates of the use of alcohol for power purposes; while Messrs. Shrapnell-Smith and Wyatt have both been engaged over a number of years in technical journalism, mainly on the heavy-traffic side of the movement.

W. W.

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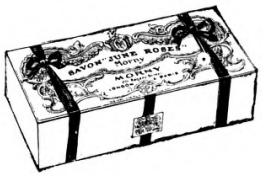
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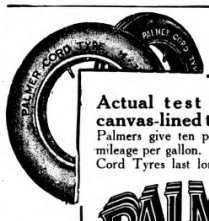
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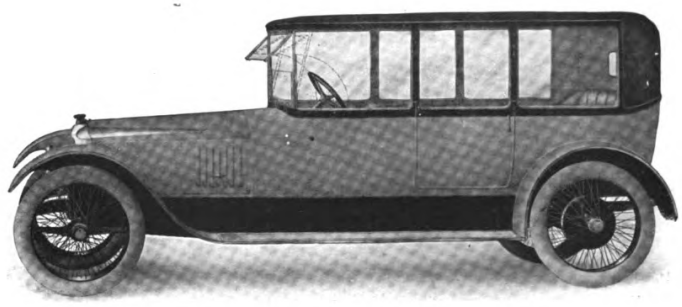
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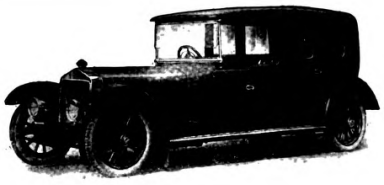
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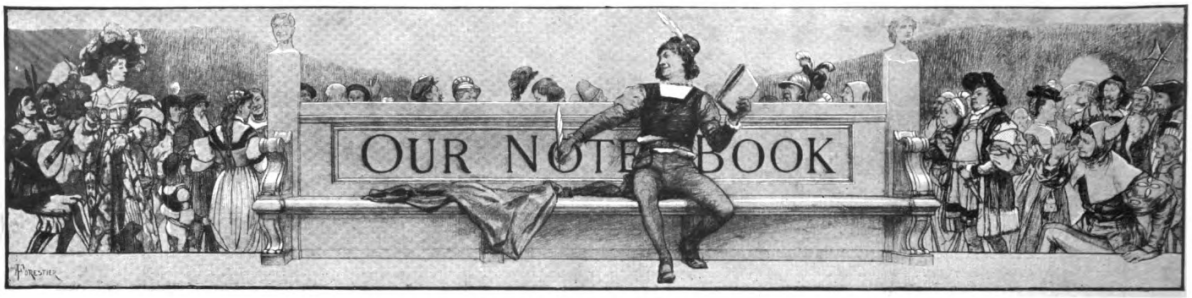
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THE FREEING OF LILLE: A LITTLE LILLOISE PLACING A BUNCH OF VIOLETS ON THE LILLE STATUE IN THE PLACE DE LA CONCORDE, PARIS.

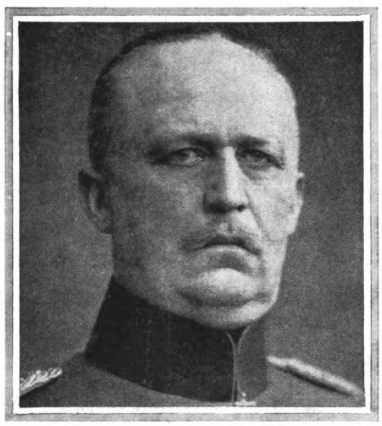
It was announced on October 17: "Troops of the Fifth British Army under the command of General Birdwood, having pressed the enemy rearguards back with great activity and determination for many weeks past, have to-day encircled and captured the town of Lille." The reception of the army of deliverance was almost hysterical in its joy, and French and Allied flags were hung from every window. In Paris the news was received with great emotion, and the Lille statue in the Place de la Concorde was covered with flags of the Allies and with flowers. It has become, indeed, a place of pilgrimage for refugees from the city—notable among them the six-year-old girl shown in our picture, who placed a bunch of violets on it. Almost touching this modest gift was a wreath of laurel placed there by Lord Derby. This bears the inscription: "Homage to the brave, martyred city—the homage of the British Ambassador, as a sign of the joy felt by Great Britain at the deliverance of the town."

DRAWN BY J. SIMONT. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

THERE is one aspect of the international situation which has hardly been sufficiently emphasised, and that is the connection between the strange German statement about a defensive war and the subsequent German statement about an armistice. It may be remarked, to begin with, that the last official message from the enemy pretended that German rule had wholly changed, but contained also the best possible proof that it has not changed. For it defended German rule, even in the past, when most of us agree that it was misrule. It denied the crimes of the old régime, which might well have been admitted by a really new régime. Men have been talking about a revolution in Germany ever since the beginning of the war with Germany; and many of them would now maintain that the revolution has really come. But, if it had really come, all responsibility for previous orders would have really gone. A revolutionary Government would seem to have no very obvious reason for whitewashing the crimes of the reactionary Government it had just managed to overthrow. The Government of Kerensky or Trotsky did not issue a proclamation denying the despotism of the Tsar, protesting against the slanders about Siberian prisons, and refuting the old stories of the knout. It is a proof of the practical continuity of Prussian government that it accepts responsibility for the acts which we regard as crimes—for even in denying the crimes it admits the acts.



RESIGNED: GENERAL VON LUDENDORFF, FIRST QUARTER-MASTER-GENERAL OF THE GERMAN ARMIES ON THE WESTERN FRONT.

It was announced on October 27 that the German Emperor had accepted the resignation of General von Ludendorff. Until the preceding Saturday the German Main Headquarters reports had been signed "Ludendorff, First Quartermaster-General." Those on the Sunday were issued above the signature, "The Chief of the General Staff of the Army in the Field" (Field-Marshal von Hindenburg). Ludendorff has always been credited with being the "brains" of Hindenburg. He is fifty-three, and at the beginning of the war was a Major-General in command of an infantry brigade. He was the real captor of Liège. Before the end of August 1914, he went to the Eastern Front as Hindenburg's Chief of Staff, and in the November of the same year became Chief of General Staff to Hindenburg, as Commander-in-Chief of All the German Forces in the East. Thus, virtually he was responsible for two years of the German operations against Russia; and since for the whole of the German strategy. He falls as a sequel to the present great Allied Advance

And indeed, as I have often pointed out, the pivot of the whole question is in acts which must be admitted—which, even when they are defended, cannot be denied. The German authorities propose that certain committees of neutrals should investigate our case against Germany; but this involves a certain oblivion of what really is our case against Germany. The case stands as it always did—that our objection is to the plain and public part, even more than the sly and secretive part, of the Prussian policy. It is not that we denounce what they deny; but that we denounce what they defend. What is clear at present is that the new German Government defends it as the old German Government defended it. When the new representatives of Germany say they protest against the charge of inhumanity, they can only mean, in the case of such evident and enormous type of action, that they do not think it was inhumane. But at least there can be no doubt that it was evident and enormous. When, for instance, they specially announced a new submarine war as unrestricted, they exposed it as unprecedented. When they themselves were obliged to speak of the invasion of Belgium as an anomaly, it is something of an under-statement for us to say that it was an innovation. In other words, they have the responsibility of having, upon any argument, introduced certain exceptional and extraordinary things. One of the things we want to know is whether a new German Government still thinks those things necessary or defensible, or whether it is as free to denounce them as Lenin is free to denounce Stolypin. If the latter is true, there may indeed have been a German Revolution, as real as the Russian Revolution. If it is not true, then there is something else very different from a German Revolution, even if it is also different in some respects from the original German rule.

Now it is, I fancy, necessary to connect what its words meant in the matter of a defensive war with what its words mean about the proposed armistice. The former was by itself very much of a mystery; and yet it was in itself the solution of the latter mystery. Taken together, they make up a policy that might well be the policy of the original military authorities of Prussia. Those military authorities, if only because they were military authorities, know quite well that there is no such military conception as a defensive war that goes on till the crack of doom. But they may well have the military conception of a defensive war that goes on until the armistice is conveniently concluded, and even goes on with a considerable air of steadiness and success. It is that conception of a triumphant defence up to the very day of peace which probably dominates their minds, and ought in that sense to dominate ours. If they had proposed an armistice first, and failed to get it, they might have had to fall back on proclaiming a permanent defence, and then failed to make it permanent. But their object was to secure an end of war, after having just announced their readiness for a war without end. Thus, the last stages of their old defence might appear as the first start of a new defence. And thus the legend of the unique unconquerable character of Prussianised Germany might be renewed after all. It would still be possible to say that we had not broken the great militarist machine, and that we should never have been able to break it. But victory upon this point is exactly the victory that is really of value, since it is victory not only in the world of institutions, but in the world of ideas. The only hope for Germany, as well as for Europe, lies in exploding this illusion of the ultimate superiority of the Prussian for the practical purposes of war.

It might be another matter, in many aspects at least, if we really were confronted with an endless defensive war, or even with a long defensive war. But every consideration of common-sense suggests that the war is already rapidly reaching its end, and none the less rapidly because it happens to be the right end. The very fact that the enemy is so anxious to finish it in his way, or the nearest he can get to his way, is itself evidence that we are near to finishing it in our way. What the enemy still wishes to avoid is a real reversal of the relations between himself and us. He would avoid the reversal of Sedan even more than the restoration of Alsace. He does not wish the great war of the world to end with one of the decisive battles of the world. He knows how those great decisions dominate history; and how much is remembered as historic because it is dramatic. The same instinct warns him against the bodily presence of invaders on German soil, which will reverse the more recent tradition that Germany is always invading and France being invaded, and return to the older European tradition that it was the Gauls even more than the Teutons who could, if necessary, cross the Rhine. Germany in recent times has built up a legend that she cannot be invaded, which would have been a worthier legend if it had not always gone along with the legend that she can always invade other people. All the accidents of this war have so far supported this legend, and it is because the legend is just on the very point of being falsified that everything else is surrendered in order that the legend may be saved. If the legend is saved, nothing else can be saved. For that legend is the lie that has forced them into their false position in modern Europe.



A QUEEN'S FAVOURITE PREACHER DEAD: BISHOP BOYD CARPENTER.

Born in 1841, son of a well-known Liverpool clergyman, Bishop Boyd Carpenter was ordained deacon as long ago as 1864. He died on Saturday, October 26, at his residence in the Cloisters, Westminster Abbey. He was in much favour with Queen Victoria, who recognised his great ability as a preacher, and his fine character and liberal views. He was frequently a guest at Windsor Castle, and preached before her late Majesty. Canon Liddon held him to be "the best preacher in the Church of England." At the time of his death, Dr. Boyd Carpenter was Sub-Dean and Canon of Westminster. He resigned the See of Ripon in 1911, owing to failing health.

Photograph by Vandyk.

THE FREEING OF BELGIUM: KING ALBERT AND HIS QUEEN IN BRUGES.

BRITISH OFFICIAL PHOTOGRAPHS.



THE LIBERATED CITY'S WELCOME TO KING ALBERT AND QUEEN ELIZABETH: THEIR MAJESTIES RIDING THROUGH BRUGES.



ENTERING THE SQUARE AT RECAPTURED BRUGES: THE KING AND QUEEN OF THE BELGIANS VISITING THE LIBERATED CITY.

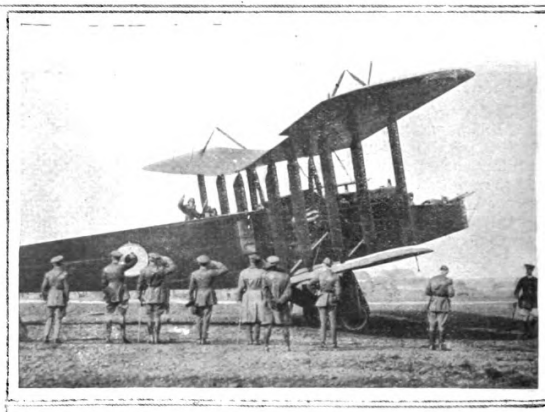
On October 18 the Germans evacuated Bruges. On the 23rd the King and Queen of the Belgians flew to the liberated city in two aeroplanes, leaving their starting-place at 8.45, and arriving half an hour later. Needless to say, they were received with enormous enthusiasm. Here they are seen riding through Bruges, more in the manner usually followed for official entries. With regard to the second photograph, it may be noted that on the left is seen Admiral Sir Roger Keyes, who, with Brigadier-General the Earl of Athlone, accompanied their Majesties on the occasion illustrated. The enthusiasm with which their Majesties were received by their subjects would beggar description.

WAR PICTURES: PHOTOGRAPHS IN A HOME COMMAND AND ABROAD.

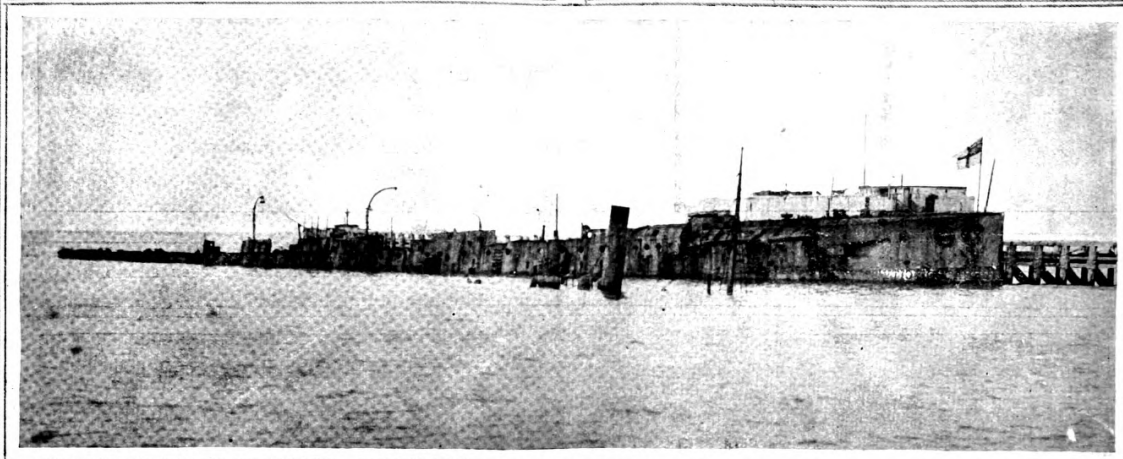
PHOTOGRAPHS NOS. 1, 2, AND 5, OFFICIAL; NO. 3 BY C.N.; NO. 4 BY ILLUSTRATIONS BUREAU.



CAPT. PRINCE ALBERT FLIES TO FRANCE: HIS ROYAL HIGHNESS AND MAJOR GREIG IN THEIR FLYING KIT.



CAPT. PRINCE ALBERT FLIES TO FRANCE: HIS ROYAL HIGHNESS WAVING FAREWELL AS THE MACHINE LEFT THE AERODROME.



AS SHE NOW IS, WITH THE WHITE ENSIGN FLYING: THE "VINDICTIVE" IN CAPTURED OSTEND HARBOUR.



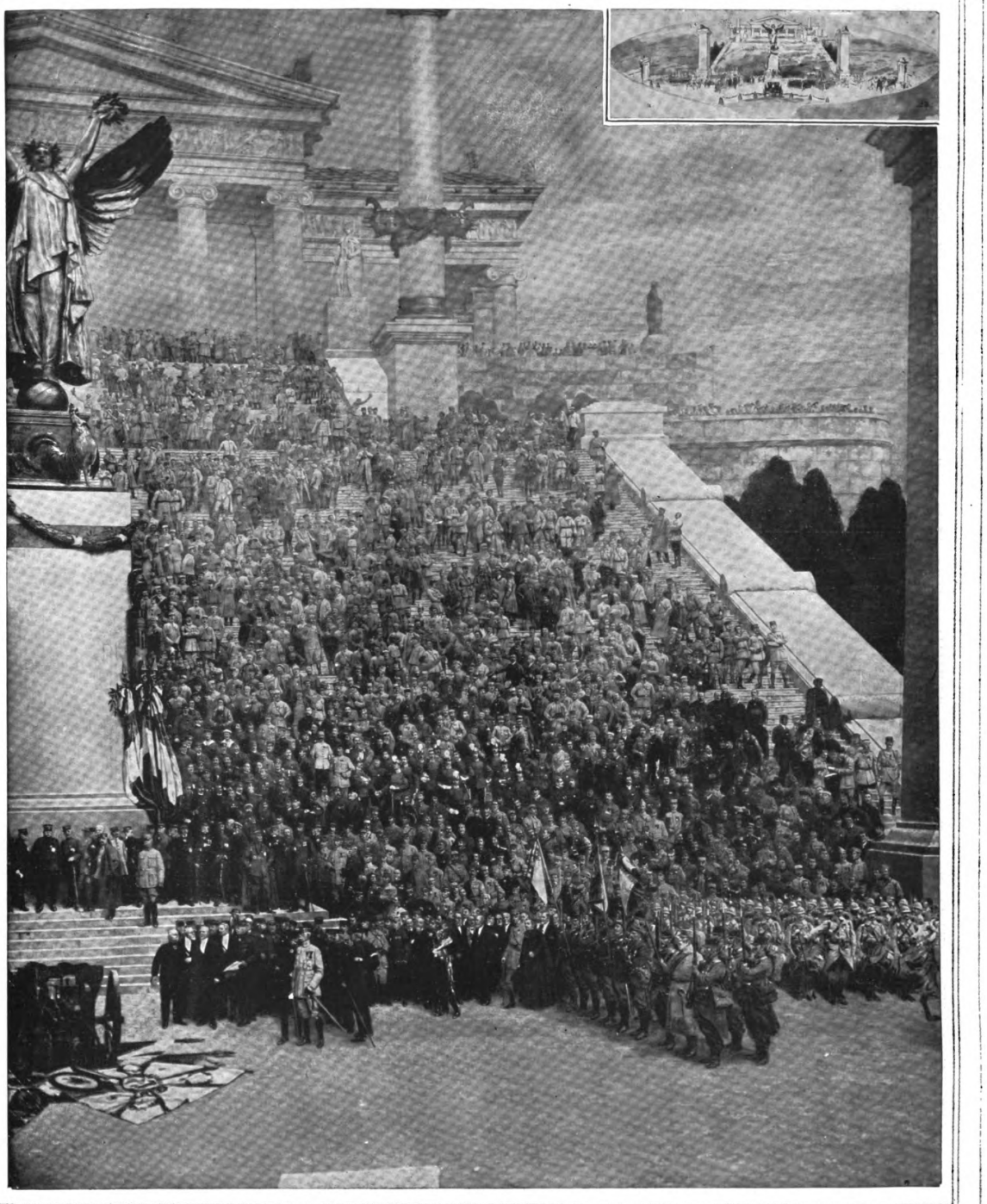
LEAVING THE "WHIPPET" IN WHICH HE TRAVELLED, TO WITNESS AN ATTACK: THE KING GETTING OUT OF A SMALL BRITISH TANK.



LIBERATED: FLEMISH WOMEN IN A GERMAN MACHINE-GUN POST WHICH WAS OUTSIDE THEIR COTTAGE.

Prince Albert, who is a Captain in the Royal Air Force, made a flight to France the other day in an aeroplane, accompanied by Major Greig, and arrived in safety. He underwent the regulation cadet training for the force, and showed much aptitude and skill as an airman. He has greatly improved in health since he took up flying, but it is more likely that he will rejoin his ship—for he is first and foremost a naval officer—than remain on the Western Front.——At the end of last week the King, following his usual method of getting first-hand knowledge, paid a visit to a big Tank Depôt in the Southern Command. There he saw an attack by Tanks on a "strong position," under conditions approximating to those of actual warfare. He travelled to the scene of the attack in a "whippet," which went over decidedly rough ground, which included a steep slope, ditches, and sharp turnings calculated to give the passengers an idea of the discomforts necessarily borne by Tank crews. During the attack the larger Tanks made the main advance, while the speedier "whippets" did scouting duty. The gun-practice was excellent, and the German position stormed was badly damaged by a direct hit from a six-pounder shell.

MEN AND WOMEN OF THE WAR: THE PANTHÉON DE LA GUERRE.



FAMOUS FIGURES IN THE GREAT STRUGGLE FOR LIBERTY: THE STAIRCASE OF THE TEMPLE OF GLORY—WITH MANY PORTRAITS.

The day after the victory of the Marne, two French artists, MM. Pierre Carrier-Belleuse and Auguste Gorguet, began a great panorama, a part of the central motive of which we illustrate. The idea is to show a gathering of the famous men and women of the Nations allied against the Central Powers, and so form, as it were, a "museum" of personalities. Inset in the top right-hand corner is a sketch giving a general idea of the main decoration of the Panthéon.

THE UNITED STATES AT WAR.

XIII.—DEMOCRACY-MAKING VACATIONS FOR FIGHTING MEN.

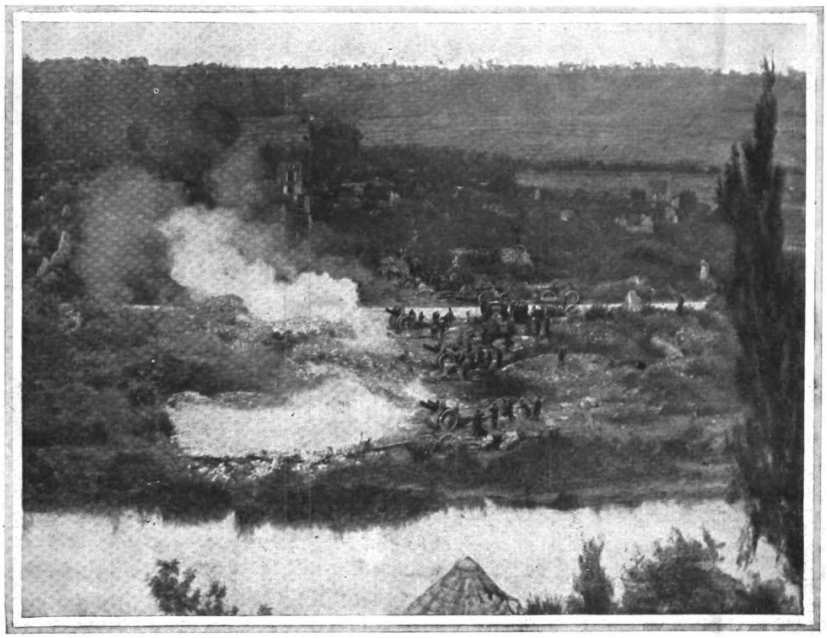
By Edward Marshall.

AMERICA finds herself confronted in an aggravated degree with the problem which has puzzled the British Dominions—that is, the creation of a method whereby her soldier boys may be given something of the nature of vacations from their duties in the firing-line. To the French and the Italians, to the English, Scotch, and Irish, this has been a comparatively simple matter, for their men need but leave from the front and transportation in order to get quickly to their actual homes. Not so the American. The efforts of the British to make of England a "Blighty" for Americans have been magnificent, comradely, and in a measure effective; but their complete success obviously is out of the question.

The result has been the establishment of "leave areas" for the Americans by their own military authorities, and in these "leave areas" every effort is being made to supply such surroundings as will take the men away not only from their physical weariness, but from their homesickness. In a report for home reading recently made by Joseph H. Odell, a well-known American writer, he says of the first leave-area, established at Aix-les-Bains, and in the beautiful surrounding country of Savoy: "In this place, which in time of peace is the Mecca of millionaires and European royalties, big and little, beautiful beyond description, the Casino, long second only to that at Monte Carlo for gaiety, brilliance, and gambling, now is the headquarters of the American Y.M.C.A. The American soldier may come from a rude clearing in the forests of Kentucky, or the slopes of a Tennessee mountain, or from a tenement in one of America's great cities, but when on leave in Aix-les-Bains he walks and lives and acts like a king. Three enlisted men at the present moment are billeted in the royal suite once occupied by Queen Victoria." The vacationists from the trenches pay neither railway transportation nor their board and keep; all is furnished by the American Government.

Seventeen American Y.M.C.A. secretaries and about twenty women connected with the organisation are in charge, guiding and inspiring the social life of the place, over which the military authorities find it necessary to exercise very little supervision. Here are cinema shows of films straight from the homeland; here are vaudeville shows, with artists from the American stage (enthusiastic volunteers who include the best the nation has); here are dancing, billiards, religious services—almost everything to choose from. Outside, the greatest variety of open-air sports is offered, for the American Y.M.C.A. controls on lease nearly all the highly developed sports facilities of the region. And Aix-les-Bains is only one of many vacation centres which either have been opened or soon will be.

An interesting development of all this is noted by another observer—himself a soldier—who writes to me about the spirits of the men there and in the trenches along the whole American front. "They are students of democracy," he says. "You would be amazed to know how serious their talk is, how deeply they are digging with their mental spades into the political muck-heap which bred the war, and how firmly resolved they are that it shall be once and for all cleansed if their efforts can help to cleanse it." He directs attention to comments on the character of the soldiers' letters which have been made to him by the officers who censor them, and predicts that new and virile thought is being born among American soldiers which will have its astonishing effect when they go home. The nationalisation of American industry which has characterised this war-time, and its apparent success, he says, is the serious big subject about which the letters most frequently question their writers' friends at home.



AMERICANS FIGHTING WHERE LOUIS XVI. WAS CAPTURED: A U.S. FIELD BATTERY AT VARENNES FIRING A SALVO AT THE RETREATING GERMANS.

The American advance in the Argonne has progressed beyond Varennes, the town where Louis XVI., on June 26, 1791, was turned back in his attempted flight. The Americans have since captured Grand Pré, further north, and are opposing nearly 30 German divisions between the Argonne and the Meuse.—[*U.S. Official Photograph.*]

My friend may be quite wrong, but he predicts a new United States as the result of the thought-stimulus which this war has furnished to the great mass of its virile youth, who by it have been thrust into close companionship, and comments enthusiastically—if, perhaps, with some puzzlement—upon the probable mental invigoration of the nation's politics which he regards as a certain consequence. And my friend is a very eminent student of American youth.

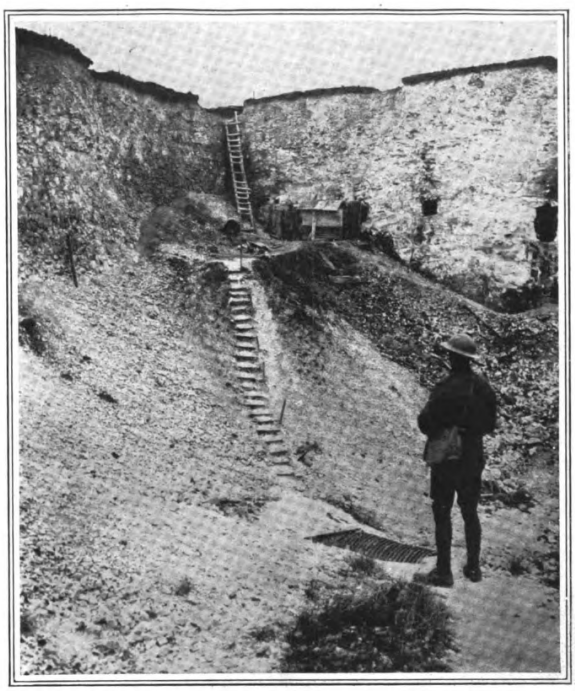
It is a coincidence that at almost the same time when I received this letter I saw an article about to be published in America by Frank P. Walsh, Joint Chairman of the United States War Labour Board—certainly one of the most important figures in America's war effort, in which he says: "Political democracy is a delusion unless builded upon and guaranteed by a free and virile industrial democracy." My friend who had been at Aix called my attention to the fact that in one discussion on the verandahs of the Casino he heard a college-instructor and a shoe-machine operative from Rochester, N.Y., heatedly discussing the theory of collective bargaining in industrial matters. It is significant to find Mr. Walsh saying over his signature in this article: "Under the National War Labour Board scores of industrial disputes have been settled in the last four months."

While the Americans in the trenches to an extraordinary, to an absolutely unexpected degree (as evidenced, according to my friend, by the statements of their officers), are discussing such matters as economics and the development of safe democracies, while the men at the great rest-camp are deserting the cinema shows in order that they may debate the best means of making the American democracy a sure thing and efficient, the industrial revolution being wrought at home by the great war is bringing employers and employed continually closer together in democratic co-operation—enforced in many instances, voluntary in a multitude of cases.

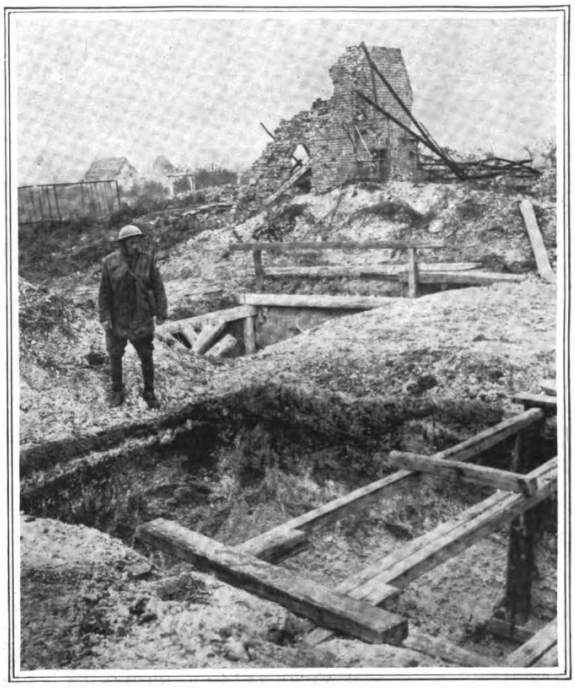
In the meantime, a significant associated fact is that the co-operative movement suddenly has achieved great strength in the United States. At an important convention just ended at Springfield, at which all co-operative societies in the country were represented and at which labour was heard freely, the six most successful wholesale buying and distributing societies hitherto in operation were merged into one. At present there are about one thousand true co-operative distributing societies in the United States, and new ones are springing up everywhere and daily, all being organisations in which each member has one vote and one only, in which capital receives interest at not more than the legal rate, and which do not declare dividends, but pay savings returns to purchasers in proportion with their purchases.

Labour, represented by Frank J. Hayes, President of the United Mine Workers of America, cables to General Pershing: "The coal-miners of America realise their responsibility, and will continue to do their duty. While our soldiers and their Allies are fighting civilisation's battles, American miners, with depleted numbers, are breaking production records; and pledge themselves to stand staunch and true until their comrades of all the Allies in the field have achieved complete victory."

On the Western Front: A Quarry-Camp; and Tank-Traps.



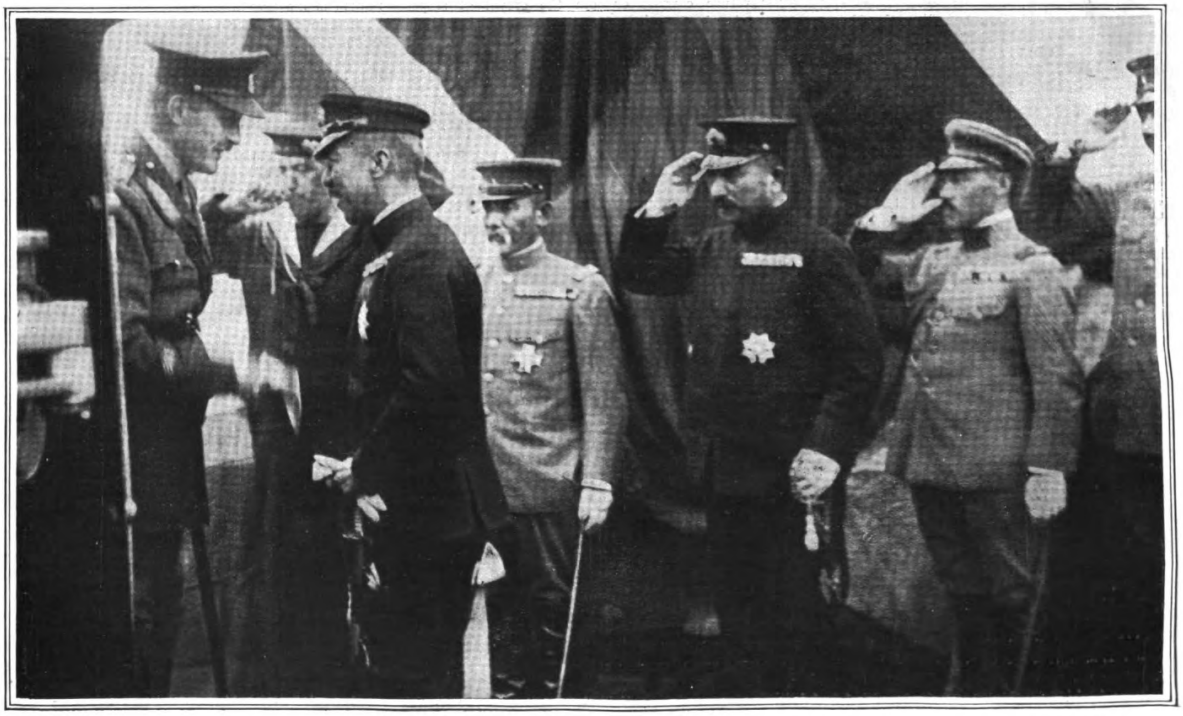
WITH A PASSAGE RUNNING FOR HUNDREDS OF YARDS THROUGH THE CHALK: A CAPTURED GERMAN CAMP IN A QUARRY.



DEFEATED BY HIS MAJESTY'S LAND-SHIPS: GERMAN TANK-TRAPS ON ROADS LEADING TO ONE OF THEIR POSITIONS.

OFFICIAL PHOTOGRAPHS.

On a Visit to the King: The Emperor of Japan's Princely Representative.



THE ARRIVAL IN ENGLAND OF ADMIRAL PRINCE YORIHITO OF HIGASHI FUSHIMI: HIS IMPERIAL HIGHNESS WELCOMED AT THE PORT OF ARRIVAL BY MAJOR PRINCE ARTHUR OF CONNAUGHT.

His Imperial Highness Admiral Prince Yorihito of Higashi Fushimi, representing the Emperor of Japan, arrived in this country on October 28, on a visit to the King. He was received at the port of landing by Major Prince Arthur of Connaught, the Japanese Ambassador and others. At Paddington Station he was received by the King and Field-Marshal the Duke of Connaught; and a very distinguished company was in attendance. The King and Prince Yorihito then drove in procession to Buckingham Palace, where the Queen, accompanied by Princess Mary, received them at the Grand Entrance. His Imperial Highness's mission to this country is to present to the King the sword and badge of a Field-Marshal of the Japanese Army. In his earlier years, he made a three-years' stay at Greenwich and attended lectures at the Royal Naval College. Afterwards he entered the École Navale at Brest. He has seen considerable service. Since June of this year he has been a War Councillor of the Emperor of Japan.

PHOTOGRAPH BY ALFIERI.

THE REAL SIGNIFICANCE OF ALEPPO.

By BASIL MATHEWS.

ALEPPO has a picturesque past and a decadent present, but its future is fascinating beyond words. Aleppo, whose capture by British cavalry and armoured cars merely stirs the general interest of a world preoccupied with the hidden debate now going on in Berlin, will within ten years of to-day have leapt into a position of world-importance. It will be to the new land service of to-morrow what Suez is to the sea communication of the world of to-day. It will be the Clapham Junction of a vast inter-continental railway, and an air service between East and West and between North and South.

Prophecy can afford to be confident when so many material and immutable facts all point in the same direction. The first of these facts is that immense movement back to land communications which modifies the monopoly that sea travel has held ever since the sixteenth century. The Siberian Railway, the Cape-to-Cairo Railway, the Baghdad Railway, even the Canadian-Pacific, are all parts of this new development, which will mould afresh the commerce, the strategy, and the politics of to-morrow.

What does this mean to Aleppo? The Cape-to-Cairo Railway has already been connected during the war across the desert with Palestine, and is now being linked up with Damascus and Aleppo. The Baghdad Railway already runs through Aleppo. Given an early peace, it would be possible within a year of to-day, with the help of train-ferries across the English Channel and the Bosphorus, to get a through carriage from Charing Cross to Cape Town, *via* Paris, Vienna, Constantinople, Aleppo, and Cairo.

Again, railway engineers are dreaming dreams about Central Asia, with lines running to Calcutta and to Madras, through an Indo-Gangetic route, and by other passes into the vast plains of India; but the vision of the railway engineer looks even further eastward across Central Asia, the Roof of the World, to Shanghai and Canton. From Petrograd the line of movement runs southward through Moscow across the Black Sea, linking up again with the Baghdad Railway and Aleppo.

These dreams will be realised rapidly after the war. And in them all it will be found that Aleppo is destined by nature as the geographical point in which this vast web that will connect Africa, Asia, and Europe will find its centre.

But the issues are larger still. The future holds more striking developments within the folds of its garments. Directly our multitudes of aeroplanes are liberated from war service it will be immediately possible to organise an aerial mail service from the capitals of Europe through nearer Asia to India, Singapore, and the Far East. Delhi could be reached in three days from Paris; while the shadow of the aeroplanes' wings could glide over the roofs of Hankow within a hundred hours of leaving Liverpool.

Aleppo, then, may well become at once the junction of world railways that will link Shanghai and Cape Town with Petrograd and Madras, Paris and Singapore, and the central sorting office and clearing house of an aerial mail system from Vancouver, Canton, Tokyo, and Calcutta, to London, Rome, Cairo, and Johannesburg.

THE POWER OF KING COAL.

By E. B. OSBORN.

MANY a fireless hearth is now reminding us that coal is a pivotal commodity both in peace-time and war-time. In point of fact, it is the broad basis of our foreign trade, which Germany had hoped to take from us by force of arms. In 1912 our total export of coal, leaving out coal for bunkers, was between sixty-four and sixty-five million tons, of which about six-sevenths went to European countries and the Mediterranean. Of the European aggregate, a third went to the Mediterranean; an eighth to the Atlantic seaboard of France, Spain, and Portugal; and the rest—slightly more than half—to lands bordering on the Channel, the North Sea, and the Baltic.

A long belt of territory bounding the Narrow Seas is very largely dependent on our coal for the bunkering of its ships, the working of railways, factories, and furnaces, and the lighting of its towns. Within this area our own old King Coal is virtually supreme, for we can make use of cheap sea transport to serve our customers from Havre to Riga; whereas rival coal-fields, such as those of Silesia, are handicapped by a costly land haul. It is true that German coal is a serious and successful competitor at various points in this sphere of traffic. Holland, for example, takes from us little more than a tenth of her supply, the remainder coming from Westphalia, either by way of the Rhine or by rail at special rates. But the further you go eastward, the more British coal dominates the shipping and industrial situation. Germany, strange to say, is a large buyer of British coal; in spite of special rail rates and all forms of economic Pan-Germanism, it regularly penetrated to Mannheim, for example, on the far side of the Westphalian field. Russia took four million tons in 1912, and this part of the trade was especially profitable, for we are glad to get any quantity of Russia's key commodities, and the vessels carrying coal to Riga or further on never had to hunt around for return cargoes or join the crowd of ships voyaging back across the North Sea in ballast.

How will after-the-war conditions affect our coal trade in the Baltic and its approaches? Here is a question which none of the politicians and very few economists are considering in a practical manner. This at least is obvious to all business men—that we shall here suffer losses, never to be made good again, if Germany is not compelled to surrender her commercial fleet to replace the British tonnage destroyed by submarine piracy. Given the shipping, King Coal may get his own again—but only if the miners refrain from dropping the substance of a well-earned and well-kept export trade in hopes of seizing the shadow of exorbitant wages. For the working miner I have a great admiration. His work is arduous and discomfortable to a degree; a year's casualties in the mines are those of a notable battle. He is the toughest and most valiant of soldiers, moreover; and why he should be represented by a Marxian sentimentalist like Mr. Smillie is a thing I shall never understand. For his own sake, let him refuse to countenance the Marxian project of a great coal strike after the war. The consequences will be far more serious than they were in 1912, when the miners' strike gave Silesian coal a sudden advantage at Stettin and other points of British *v.* German competition which it has never lost. Furthermore, the remuneration he exacts beyond the economic value of his work will be no gain to him in the end.

In Australia, the purchasing-power of the huge miner's wage is less than it was twenty years back, before "minimum wage" legislation and the long series of miners' strikes began. Such artificial increases are always "passed on," the cost of living being raised, and, what is more, raised still higher in proportion.

CHECKMATING THE U-BOAT.

By FIFERAIL.

THE methods of the sea war are as a sealed book to the average reader of newspapers, and no phase is so wrapped in mystery as the manner in which the menace of the enemy's underwater craft has been combated and held. We read of "Q" ships and armed trawlers, and of depth-charges, and all the myriad devices employed by the fighting Navy to keep down the U-boat threat to our sea communications; but, quite wisely, the Admiralty has studiously refrained from giving more than the barest outline of what these devices really are or of how precisely they are employed. Nor have we been told much about the measures taken for the protection of our merchant shipping in so far as it has to rely upon itself when it is not sailing in convoy. We know that ships have been supplied with guns, that we disguise them by all sorts of fantastic colour schemes, and that when in U-boat-infested waters they often find safety in steering a zigzag course. But of the work of the Navy in instructing the captains and officers of the mercantile marine in the methods of using the protective devices with which their ships have been equipped, we have heard nothing.

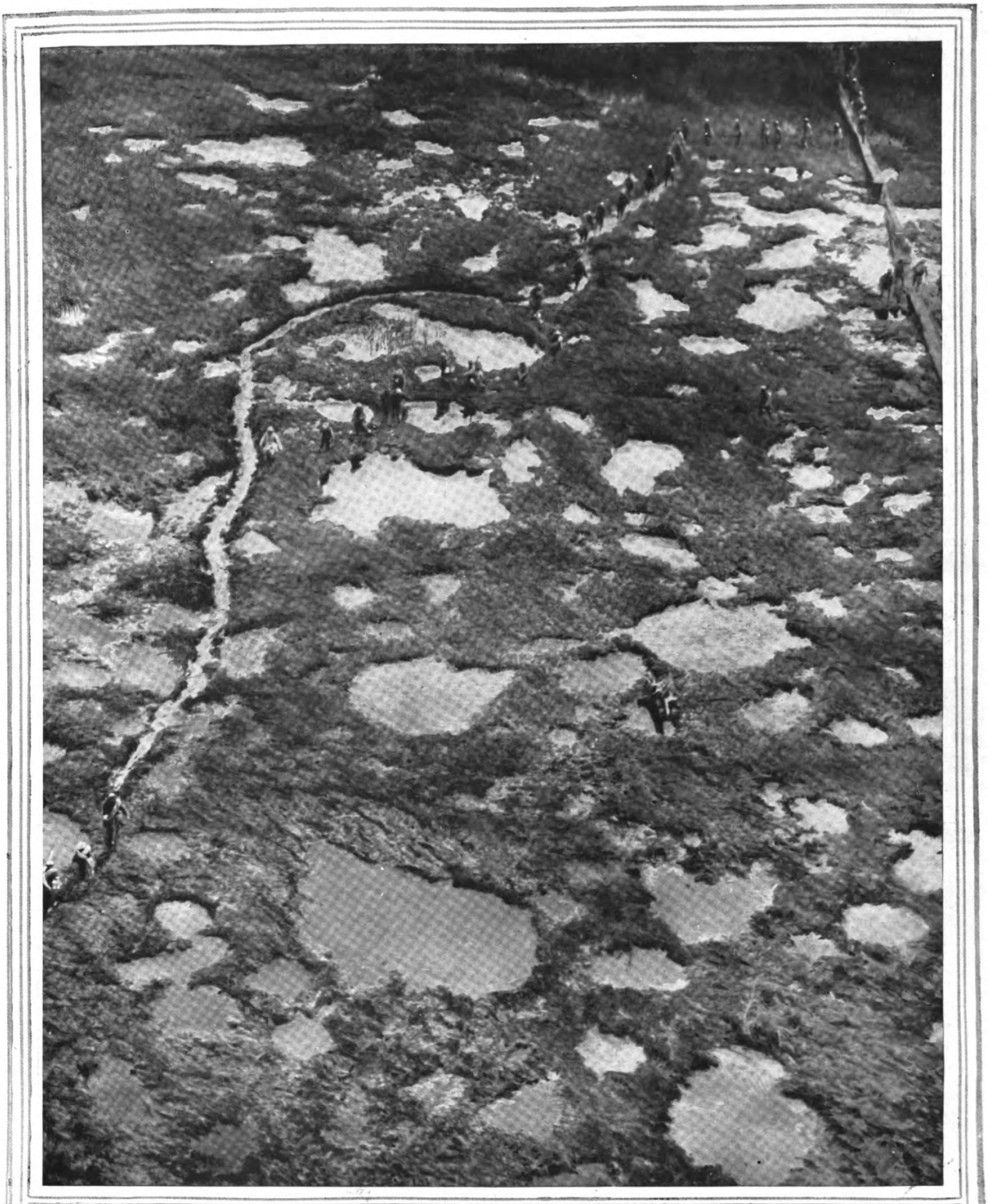
It must be premised that the task of eluding the enemy's submarines, or of fighting a successful gunfire action when they cannot be avoided, is one which is not covered by the training which our mercantile marine *personnel* undergoes in the ordinary course. As a matter of fact, that training is exactly the reverse of what is necessary to the naval officer, since the one aim and object of the trading ship is to make the shortest possible passage between port and port. That is a consideration which seldom enters into the work of the fighting Navy. Again, gunnery is a science of which the merchantman, unless he be R.N.R., is profoundly ignorant. Nor is he able to put himself in the place of the enemy submarine commander and to forecast the next probable move of the latter. But, thanks to the Navy, these educational gaps have been filled through the medium of instructional courses given by the staff of one of our great gunnery and submarine schools.

Obviously, it is of no avail to arm a ship with a gun and to leave the rest to chance. Therefore, the first thing the officer attending for instruction is taught is elementary gunnery. Here in the lecture room he is initiated into the mysteries of the "bracket," which covers all he needs to know about getting on to his target and staying on when he has begun to hit. Then his practical knowledge is tested by the aid of model submarines, on which he is expected to range with speed and average certainty. Next he is taught that all the old ideas of the shortest way being the best are wrong when there are U-boats to be taken into account; and on the "zigzag board" it is proved to him that the odds on a ship steering a steady course being torpedoed are about nine in ten, while if she is steering a scientifically worked zigzag those odds are twenty to one against submarine attack proving successful.

All this having been assimilated, he is next taken on board a submarine, where the *modus operandi* of attack is explained, and the effect on manœuvre of the tactics he has been taught demonstrated. Finally, he goes to sea for a day and is attacked by submarines, so as to indicate to him that all he has heard in the lecture-room is not mere theory; and he is, before the end of the day, given the opportunity of handling guns in action against targets of which he has to judge the range and direction. The course occupies four days, into which is compressed a series of tabloid lessons which are invaluable to him later on, and which often enable him to save a valuable ship and cargo which would almost certainly have been lost but for the training he has been given at the gunnery school.

"IN SPITE OF BAD WEATHER": THROUGH GUN-MADE "LAKES."

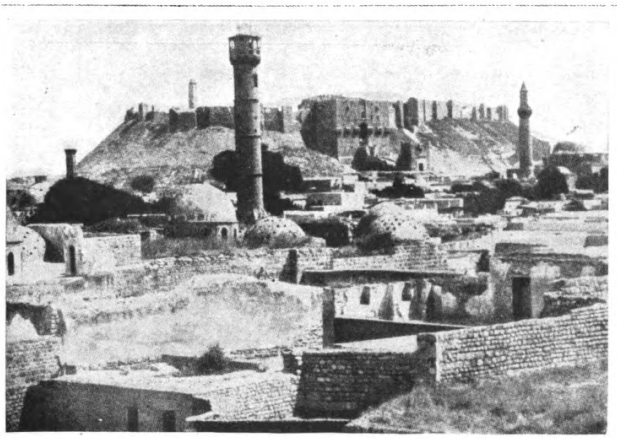
FRENCH OFFICIAL PHOTOGRAPH.



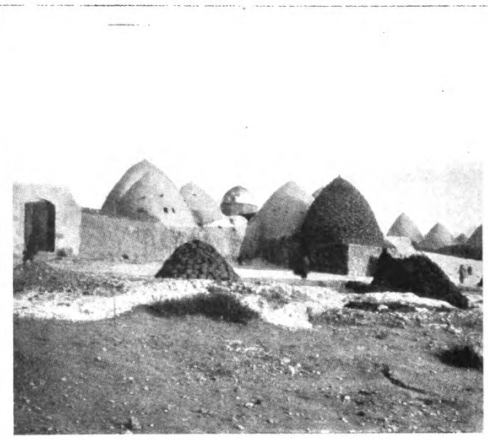
SEEN FROM AN AEROPLANE: FRENCH INFANTRY, ATTACKING TO THE NORTH OF TAHURE, CROSSING GROUND PITTED WITH WATER-FILLED SHELL-HOLES.

Our photograph, which was taken from an aeroplane during the French attack to the north of Tahure, in Champagne, on September 26, shows French infantry crossing ground pitted with shell-holes which, having filled with water, were like little lakes and ponds. Nothing could better illustrate one of the many natural difficulties faced by advancing troops—and, fortunately, retreating troops. The French report of the 27th said: "The attack of the French troops in Champagne developed yesterday successfully. . . . The Naverin Farm, the Buttes of Souvain, of Mont Muret, of Tahure, and of Mesnil, and the villages of Tahure, Ripont, Rouvroy, Cernay-en-Dormois, Servon, and Nelzicourt, which were organised as points of support, and were obstinately defended by the enemy, were captured on the first day of the battle after severe fighting."

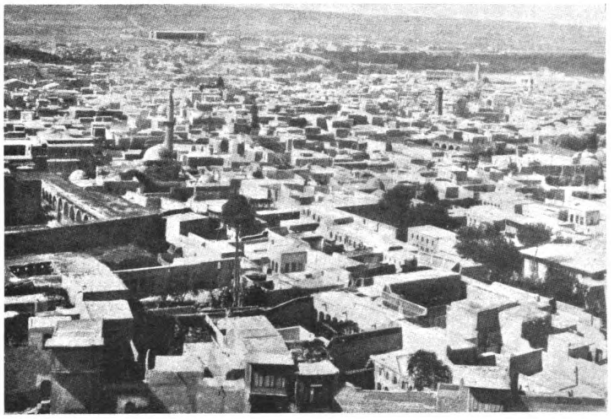
THE CONQUEST OF SYRIA: ALEPPO, FALLEN TO GENERAL ALLENBY.



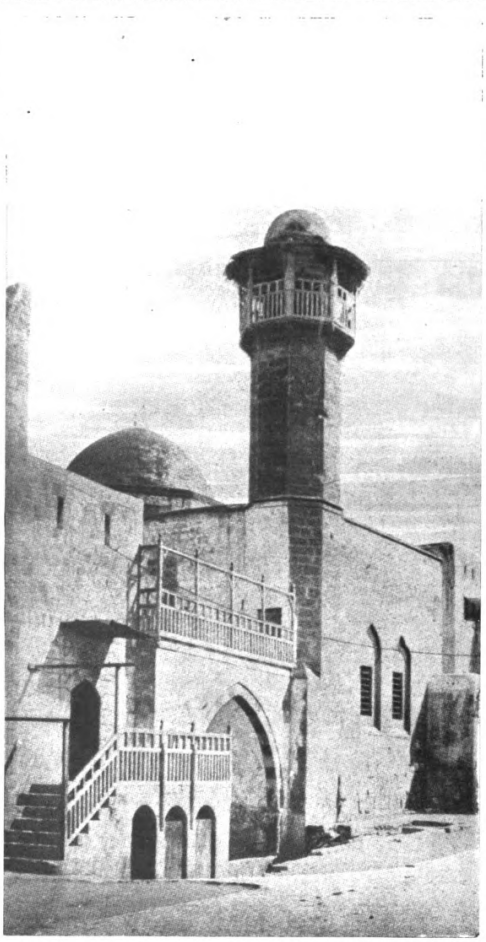
OCCUPIED ON THE MORNING OF OCTOBER 26: ALEPPO—A VIEW SHOWING ITS FAMOUS CITADEL.



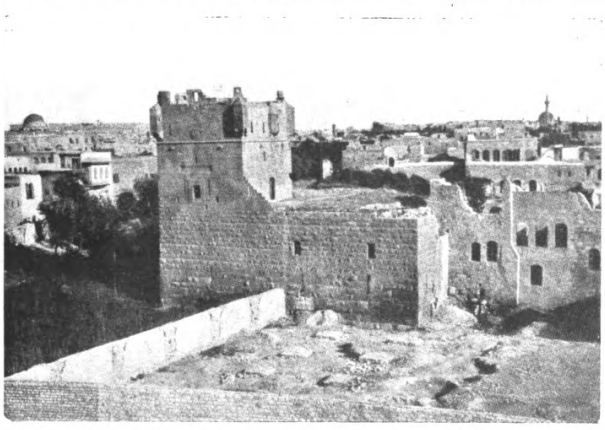
OUTSIDE THE WALLS OF CAPTURED ALEPPO: A BEEHIVE VILLAGE.



THE FIFTH CITY OF THE TURKISH EMPIRE: A BIRD'S-EYE VIEW OF ALEPPO FROM THE OLD CITADEL.



ALEPPO AS A RELIGIOUS CENTRE OF THE EAST: ONE OF THE CHARACTERISTIC MOSQUES.



A STRONGHOLD SAID TO RESEMBLE EDINBURGH CASTLE SEEN FROM THE WEST: PART OF ALEPPO CITADEL.

On Sunday, October 27, the War Office announced, concerning the operations in Syria: "Our advanced cavalry and armoured cars occupied Aleppo on the morning of October 26, after overcoming slight opposition." It need hardly be said that the victory is one of considerable military and moral importance, for the city is only nine miles south of Muslimie Junction, where the chief artery of the Turkish Mesopotamian Army, the Baghdad Railway, joins up. General Allenby began the campaign leading to this success on September 18. The conquests his Army has made since then are matters of history. Before the discovery of the sea-route to India, Aleppo was at its zenith, and the main caravan way passed through it. Now it has rather fewer than 150,000 inhabitants. The Turks were credited with the idea of making it their capital, should they lose Constantinople.

LILLE'S WELCOME TO OUR TROOPS: "THE NIGHTMARE HAS VANISHED."



"ONE MASS OF SHOUTING, CHEERING, WEEPING HUMANITY": THE CROWD IN THE GRANDE PLACE SURGING ROUND A BRITISH BAND.



ACCLAIMED AS DELIVERERS BY THE WOMEN AND CHILDREN OF THE CITY: MEN OF THE LIVERPOOL IRISH MARCHING INTO LILLE.

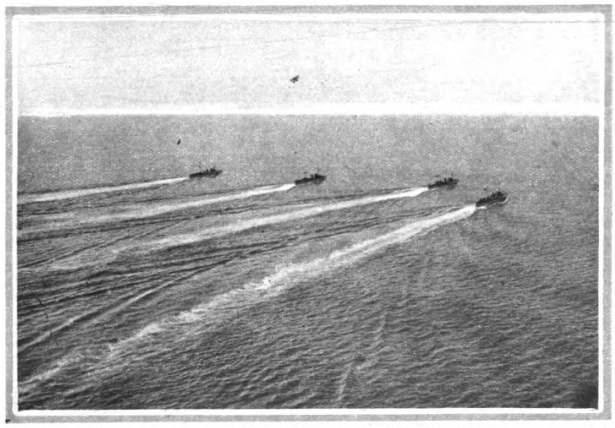
The British troops who entered Lille were welcomed with almost frenzied enthusiasm by the people, of whom there were about 125,000, mostly women and children. At noon on the day of our entry, the Mayor of Lille, M. Charles Delesalle, issued a proclamation in which he said: "Dear fellow-citizens.—The nightmare which has so long weighed upon us has vanished. Lille is delivered, and the cry which we have had for so long to stifle within our lips can now leap freely forth—*Vive la France*! . . . One thought now must animate us, namely, to show our gratitude to the splendid soldiers who have freed our soil and are now marching through success after success to final victory." In a photograph given on our "Science Jottings" page, the Mayor is seen with General Haking listening to the playing of the British National Anthem outside the municipal offices.

THE WORLD OF FLIGHT

WHAT AEROPLANES CAN DO.—II.

By C. G. GREY,
Editor of "The Aeroplane."

CONTINUING the series of notes on the possibilities of aeroplanes which appeared recently in these pages, one is moved to point out the need for considering the analogy between an aeroplane and a ship when one is discussing after-the-war flying Two questions seem to trouble the uninitiated. One is the need, owing to possible engine breakdown, for a continuous string of landing-grounds along every air-route; the other is the danger of an aeroplane capsizing in the air and "crashing to earth" in the approved sensational-report style.



ON DUTY AS ESCORT FOR A SQUADRON OF HYDROPLANES: ITALIAN TORPEDO-BOATS.
Italian Naval Official.

Now consider the case of an ocean liner proceeding along, say, the west coast of Africa. If its engines broke down and there happened to be a strong westerly gale blowing, it would be blown ashore and wrecked. Harbours along that coast are few and far between, and the coast itself offers no shelter to a broken-down ship. Yet people still travel under those dangerous conditions. The reason is, very simply, that, owing to the high state of development of marine engineering, breakdowns are few and far between, and the number of wrecks is reasonable in proportion to the miles travelled. As soon as the travelling public can be convinced that the number of aeroplane crashes is in reasonable proportion to the miles flown, then aeroplane travelling will become popular.

As a matter of fact, the aeroplane actually has an advantage over a ship, because, given a decent pilot and a sufficient height above the ground, the odds are thousands to one that he will land his aeroplane undamaged in some field or other if his engine gives out, whereas the most skilful pilot in the world cannot keep a steam-ship off a lee shore if his engines refuse to work and if there is bad holding-ground for his anchors. Therefore, when aeroplane engines become as reliable as the engines of steam-ships—and they are very nearly as reliable already, so far as the big fixed-cylinder engines are concerned—the aeroplane should have as much custom from the travelling public as the steam-ship lines.

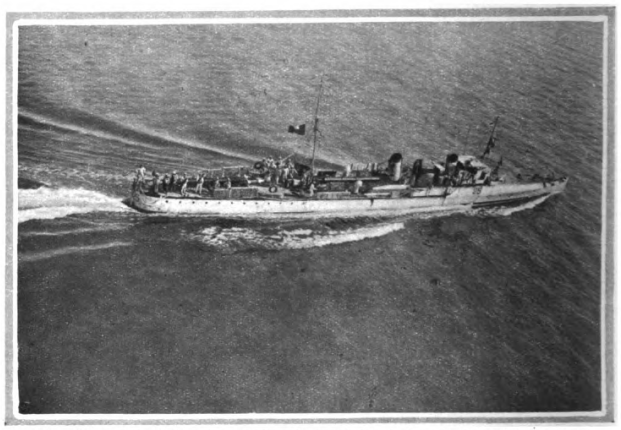
In this matter, as in everything else connected with aeroplanes, people are apt to judge peace flying by the performances of war machines. The war engines of to-day are cut down to the last ounce, so as to give the uttermost horse-power for the lightest weight. A very little more weight would give much greater reliability. But, in favour of the war engine, it must be remembered that in thus cutting weight below the ordinary safety limit, and still endeavouring to secure reliability, we are achieving results which would never be achieved in any other way; and so, even when our peace engines come out heavier than our war machines, they will be far lighter than they would have been if the unreliable war engine had never existed.

And, be it remembered, for all its comparative unreliability, the war-aeroplane engine is a very wonderful thing, because it is far in advance of the average car engine in reliability. It is doubtful whether more than two or three car engines would stand up to the work if they were asked to run at full bore for two or three hours at a stretch, as every aeroplane engine has to do. Incidentally, it is of interest to note that many aeroplane engines have, during special tests, run for twenty-four hours without a stop at full power, and some have done forty-eight hours or more. Therefore one is justified in believing in the reliability of existing aero-engines for peace flying, because in peace time there will be no need to run the engines of aeroplanes "all out" the whole time.

Moreover, the big passenger-carrying aeroplanes of the future will be multiple-engined affairs, so that, if one engine cuts itself out, the machine will be able to carry on comfortably with the rest as far as the nearest port or aerodrome. Or it may be possible to repair the engine without stopping. This has happened frequently during the war, both with the Handley-Page land-going machines and with our big flying-boats. It is nothing unusual, if an engine shows signs of pulling badly or of running unevenly, for a mechanic to go out along the wing and change a plug or fix a broken ignition-wire or clear an oil- or petrol-pipe. It takes some nerve to crawl out when some thousands of feet above the ground; but the men seem to get used to it, and think no more about it than the sailors of the old clipper ships used to think of going aloft in a gale to shorten sail; and, as a matter of plain fact, it is no more dangerous. Therefore, it may be seen that actually the cause for anxiety on a cross-country or oversea trip by air is really no more than that on a ship. In either case one trusts oneself absolutely to the builders of the vehicle, to the people in charge of the engines, and ultimately to the personal skill of the pilot. It is just as easy for a careless steersman to wreck a ship as it is for him to wreck an aeroplane. Which brings one naturally to the question of capsizing.

Here we are again up against the difference between the war aeroplane and the peace aeroplane. A great many war aeroplanes are uncapsizable—or inherently stable, as it is more correctly called in scientific parlance. That is to say, if such a machine were taken up attached to a balloon and then dropped in any position, tail first, head first, or sideways, it would inevitably come right side up and assume its proper flying position if left alone by the pilot. There is the historic instance of one of our artillery-observation machines which flew itself for an hour or so after the pilot and observer were shot, and eventually landed itself without damage when all the petrol was consumed. It had, of course, the luck to glide down to an open piece of ground and did not hit anything on landing.

On the other hand, most war machines are not made absolutely stable, because the quality of stability detracts from the manœuvrability of the machine, and in a fighting aeroplane it is essential that it should be possible to manœuvre it in any direction without any time-lag whatever. Consequently, the fighting pilots as a rule demand a machine which is utterly unstable, so that they can "chuck it about," as they call it, with the least possible effort and delay. Naturally, therefore, a certain number of accidents occur to learners who go at their work too eagerly or recklessly, or who are not physically or mentally capable of controlling these quick-acting, unstable machines, which depend entirely on the skill of the pilot to keep them right side up. And, equally naturally, the uninformed public put down these accidents to the unavoidable and natural danger of flying. Yet, in truth, such accidents are no more evidence of the danger of flying than an accident to a tight-rope performer is evidence of the danger of walking.



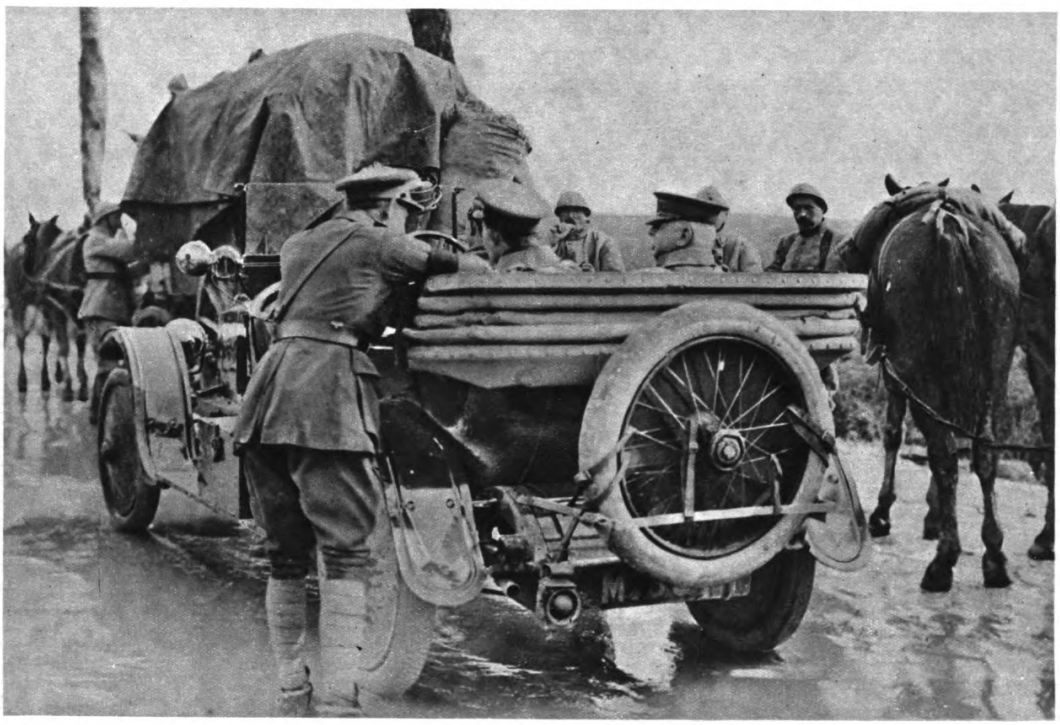
ESCORTING A SQUADRON OF HYDROPLANES: AN ITALIAN TORPEDO-BOAT ON DUTY.
Italian Naval Official Photograph.

At the same time, it is necessary to remember that the safety of an inherently stable or uncapsizable aeroplane is in the hands of its pilot, just as the safety of an uncapsizable boat is in the hands of the man at the helm. For example, a life-boat is absolutely uncapsizable in the open sea, but one constantly hears of life-boats being capsized and the crew drowned through the boat being rolled over when close in-shore and hitting the beach before it has time to right itself. In just the same way an inherently stable aeroplane may, through an error on the part of the pilot, be allowed to get into an awkward position and hit the ground before it has time to resume its proper attitude.

ROAD TRAFFIC AT THE FRONT; A VICTORIOUS BRITISH GENERAL.



MOTOR-LORRIES AS MEANS OF TRANSPORT FOR MACHINE-GUNNERS: CHEERY MEN OF THE M.G.C. GOING UP TO THE FRONT.



THE BRILLIANTLY SUCCESSFUL COMMANDER OF THE BRITISH 2ND ARMY, IN FLANDERS: GENERAL SIR HERBERT PLUMER IN HIS CAR.

General Plumer has led the 2nd Army to victory along with the Belgian and French troops—the whole under the supreme command of King Albert in Flanders. The first big joint attack took place on September 28, and in two days the 2nd Army had taken 3600 prisoners. A British communiqué of October 16 said: "The British 2nd Army, under the command of General Plumer, co-operating with the Belgian and French forces in Flanders, has in the course of the past three days realised an advance of over eight miles. During this period, despite strong opposition, this Army has captured the towns of Comines, Wervicq, Menin, Wevelghem, Heule, and Cuerne, and has secured the northern portion of Courtrai. . . . Over 4000 prisoners and upwards of 150 guns have already been taken by us." On October 18 General Plumer's troops entered Roubaix and Tourcoing.

THE NAVY'S SHARE IN THE LIBERATION OF THE FLANDE

BRITISH O



SUNK BY THE GERMANS BEFORE THEY LEFT: A DREDGER AT THE ENTRANCE TO OSTEND HARBOUR.



SPARED BY BRITISH GUNNERS WHEN BOMBARDING GERMAN POSITIONS: OSTEND FRONT, WITH ENEMY DUG-OUTS.



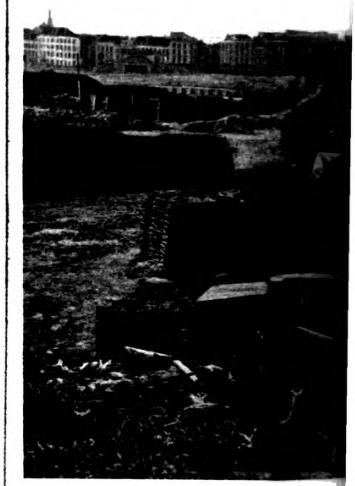
EFFECTIVELY DESTROYED BY BRITISH GUNS AND AIRCRAFT: THE TERMINUS RAILWAY STATION AT OSTEND.



A GERMAN GUN-POSITION: THE TIRPITZ BATTERY, WHICH BLEW UP SOON AFTER THIS PHOTOGRAPH WAS TAKEN.



GERMAN GUNS ON THE SEA-FRONT AT OSTEND: A GENERAL VIEW OF ONE OF THE BATTERIES AND THE TRENCH BEHIND IT.



HOW OSTEND WAS POWERFULLY FORT GUN-POSITIONS.

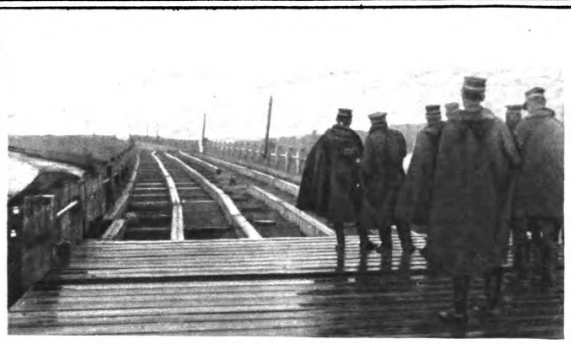
The honour of first entering Ostend, with its powerful German coast fortifications, fell to part of the Naval force under Vice-Admiral Sir Roger Keyes, who landed there on the morning of October 17, while the enemy were not yet clear of the town. Later in the day he took ashore the King and Queen of the Belgians. Meantime British troops advancing along the coast occupied Ostend, and the German gun-positions, including the famous Tirpitz Battery, fell into British hands, with a large quantity of material. The Germans blew up some of their heavy batteries which they could not remove, and before leaving they sank two dredgers and a small steamer at the harbour entrance, near the "Vindictive," in order to block up the fairway still further. "As for

OAST: OSTEND SHORTLY AFTER THE BRITISH LANDING.

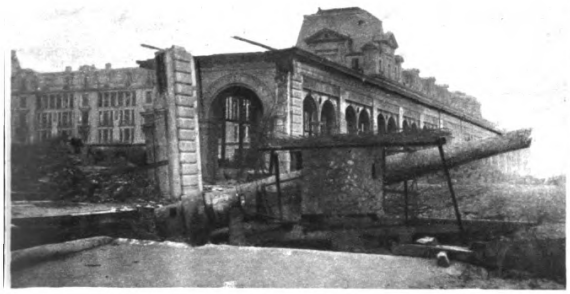
AL PHOTOGRAPHS.



EVIDENCE OF BRITISH MARKSMANSHIP ON MILITARY OBJECTIVES: WRECKED BUILDINGS AT THE TERMINUS STATION.



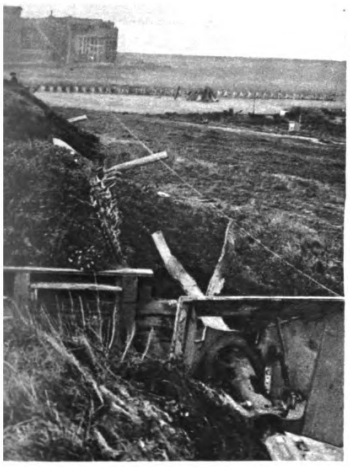
WHERE THE GERMANS REMOVED THE PLANKING BEFORE THEIR DEPARTURE: OSTEND PIER, WITH SOME BELGIAN GENDARMES.



WHERE PART OF THE COLONNADE WAS BLOWN UP ALONG WITH IT: A GERMAN BATTERY AT THE PALACE HOTEL.



ORIGINALLY COVERED IN, BUT COMPLETELY DESTROYED, AND THE RAILS TORN UP: THE TERMINUS RAILWAY STATION.



THE GERMANS: SOME OF THE UBIQUITOUS NCRETE DUG-OUTS.

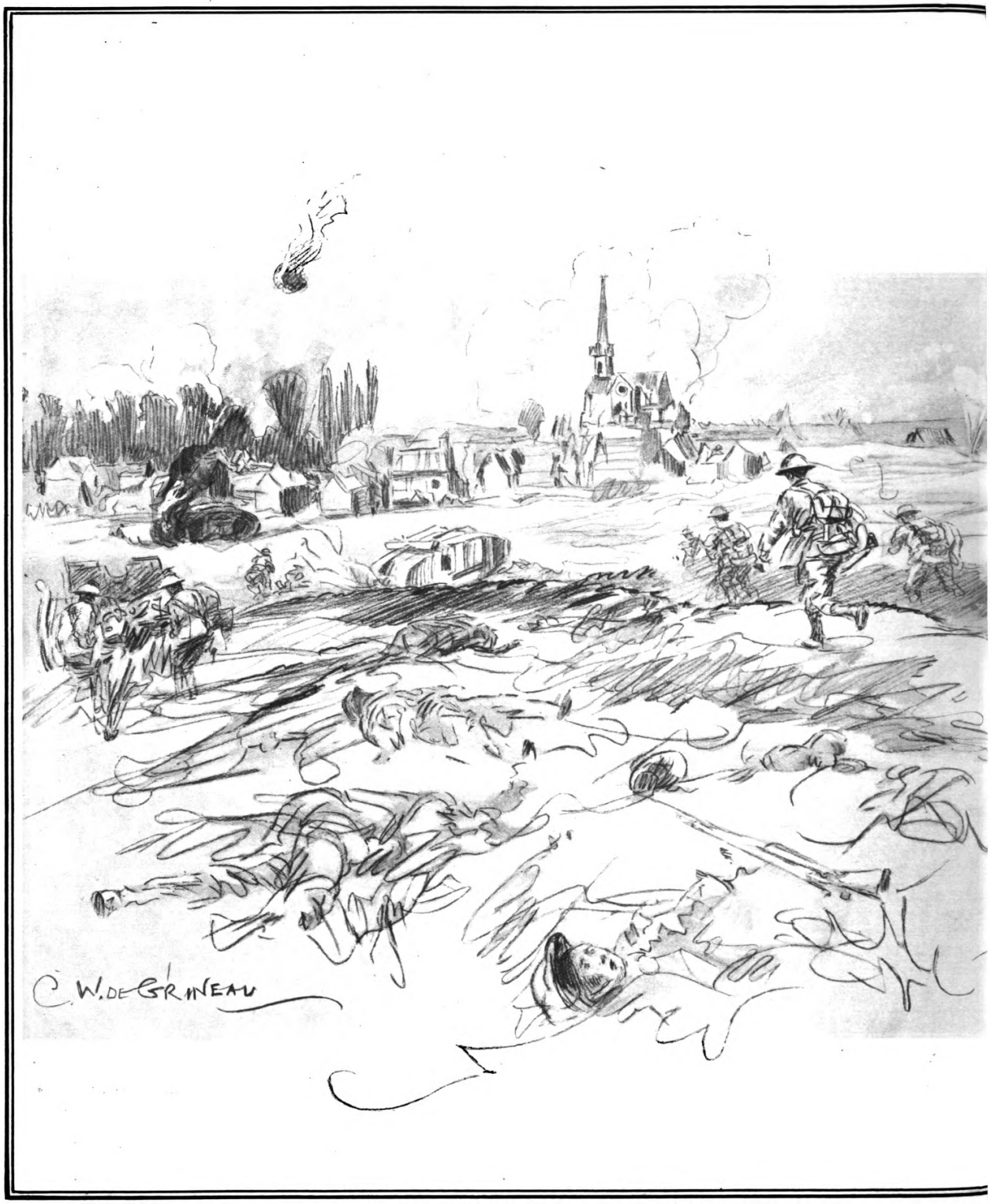


ABANDONED TO THE BRITISH BY THE ENEMY: ONE OF THE BIG GERMAN GUNS AT OSTEND, SHOWING DAMAGE DONE TO THE BREECH.

Ostend," writes Mr. Perry Robinson, "the place is not seriously damaged. The area of the station, harbour, docks, and part of the front where the big guns were (and where some still remain, embedded deep in their concrete emplacement) show abundant evidence of the excellence of marksmanship both of our airmen and of the gunners in our ships. But so true has the aim been that the bulk of the town is untouched. All along the front, where so many hotels are, from the station till near the Casino, most of the windows are broken and many buildings show some injury. At first glance Ostend from seaward looks to have been roughly handled. But behind that the damage done is very small, and Ostend can soon be as gay as ever, if she will."

THE CAPTURE OF CAMBRAI: THE ATTACK OF THE BRITISH

SKETCHED BY C. W.

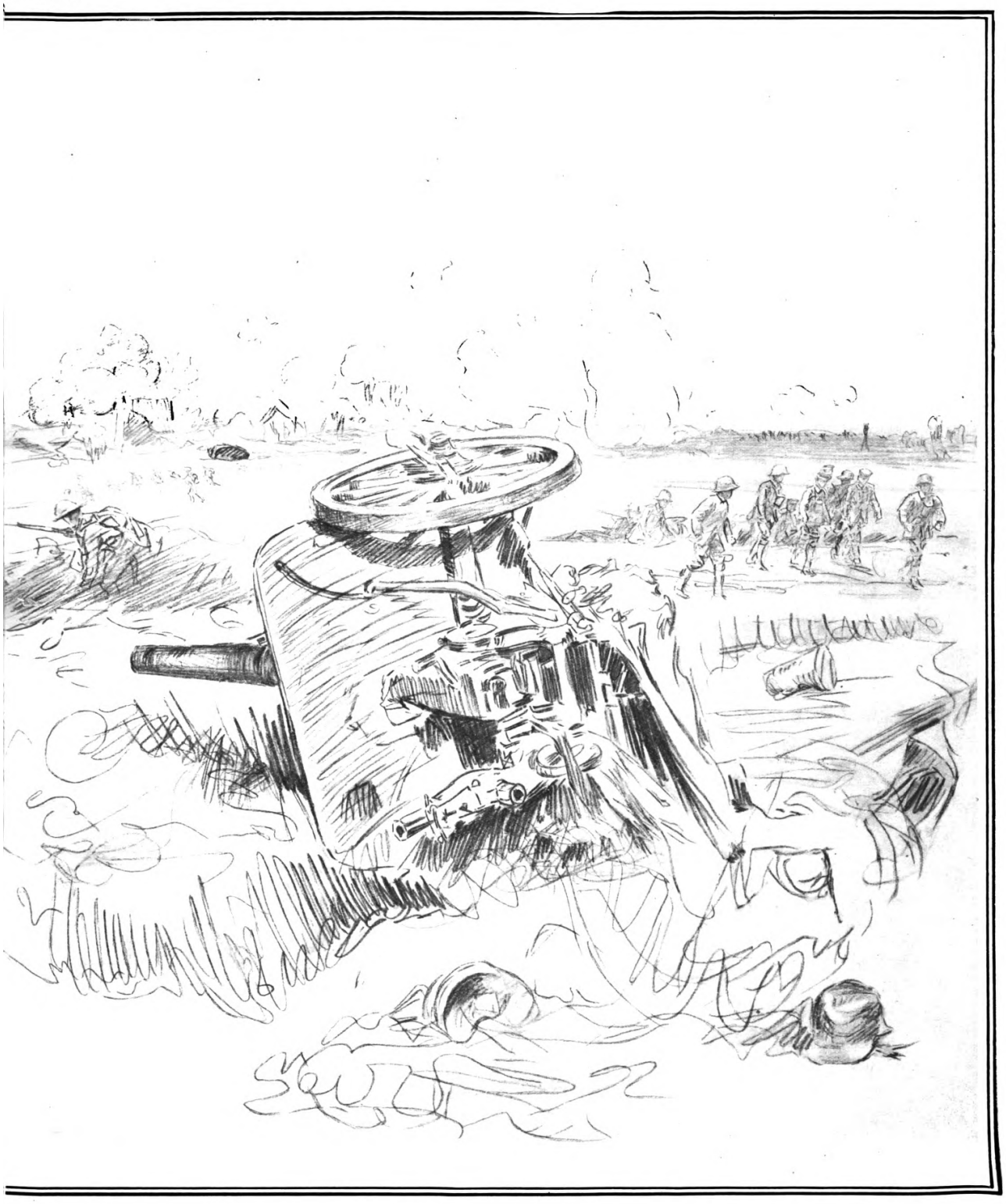


ACTION WHICH LED TO THE FALL OF CAMBRAI: THE BRITISH INFANTRY STORMING

In this sketch, British troops of the 2nd, 3rd, and 63rd Divisions are seen during the attack on Niergnies, Forenville, and Séranvillers, which led to the entry into Cambrai. At this time the Germans were counter-attacking with Tanks captured from us earlier in the year. Our troops are seen storming over the enemy anti-Tank positions on the ridge west of Niergnies. In the right foreground is a long-range German 77-mm. gun knocked out by our artillery. On the left towards the background is a Tank on fire—an old British Tank

TROOPS ON NIERGNIES, FORENVILLE, AND SÉRANVILLERS.

DE GRINEAU.

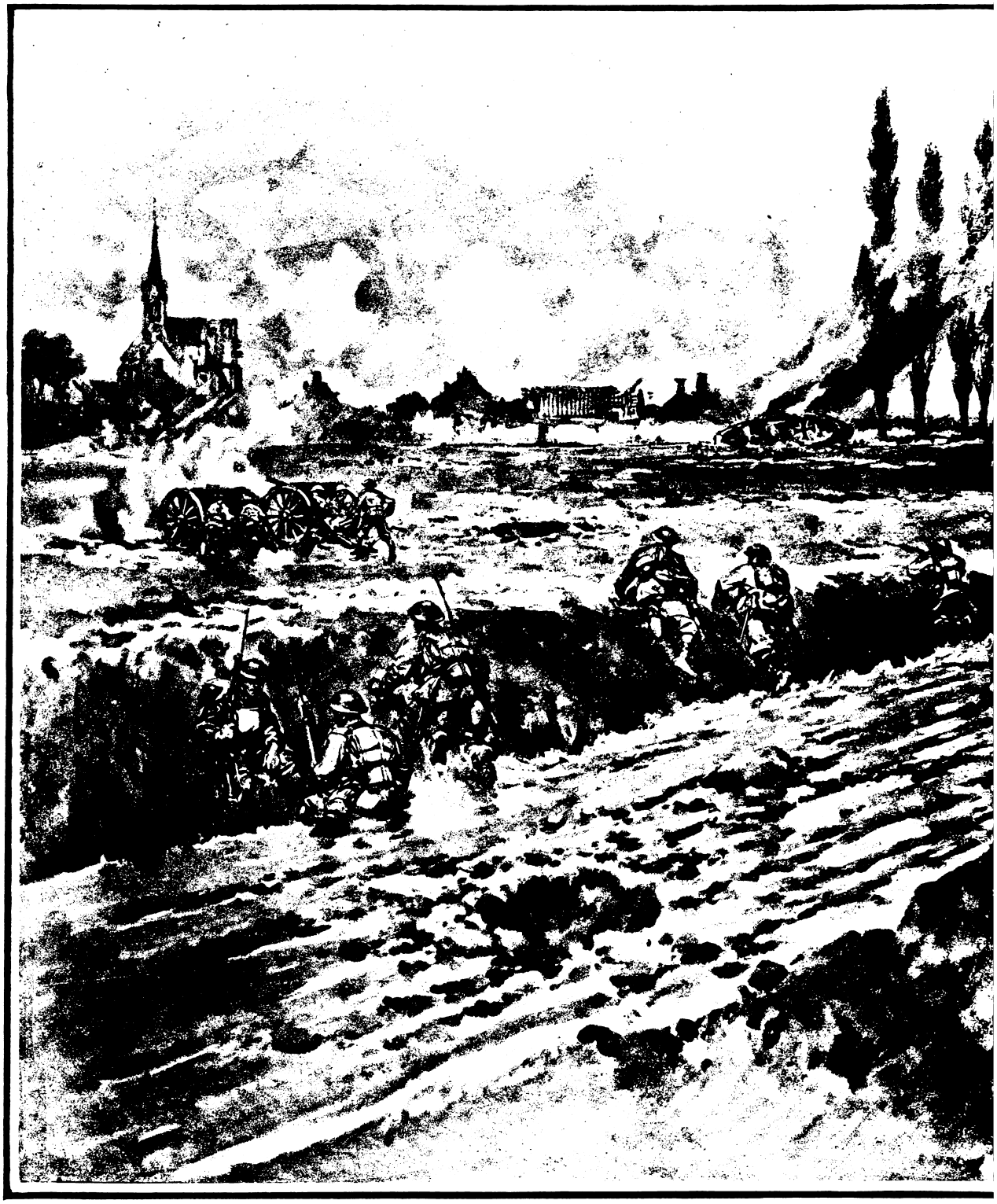


THE GERMAN ANTI-TANK POSITIONS ON THE RIDGE TO THE WEST OF NIERGNIES.

captured by the enemy in earlier fighting. Near by is one of our own Tanks. In the background, to the right of the centre, is another German Tank knocked out. On the right prisoners are coming in. In the distance, on the right, are the districts of Forenville, Caudry, and Le Cateau. The smoke comes from German shells bursting, and from our own shrapnel barraging the railway line. The church is that of Niergnies.—[*Drawing Copyrighted in the United States and Canada.*]

THE CAPTURE OF CAMBRAI: AFTER THE GERMAN FORCI

DRAWN BY H. W. KOEKKOEK FROM

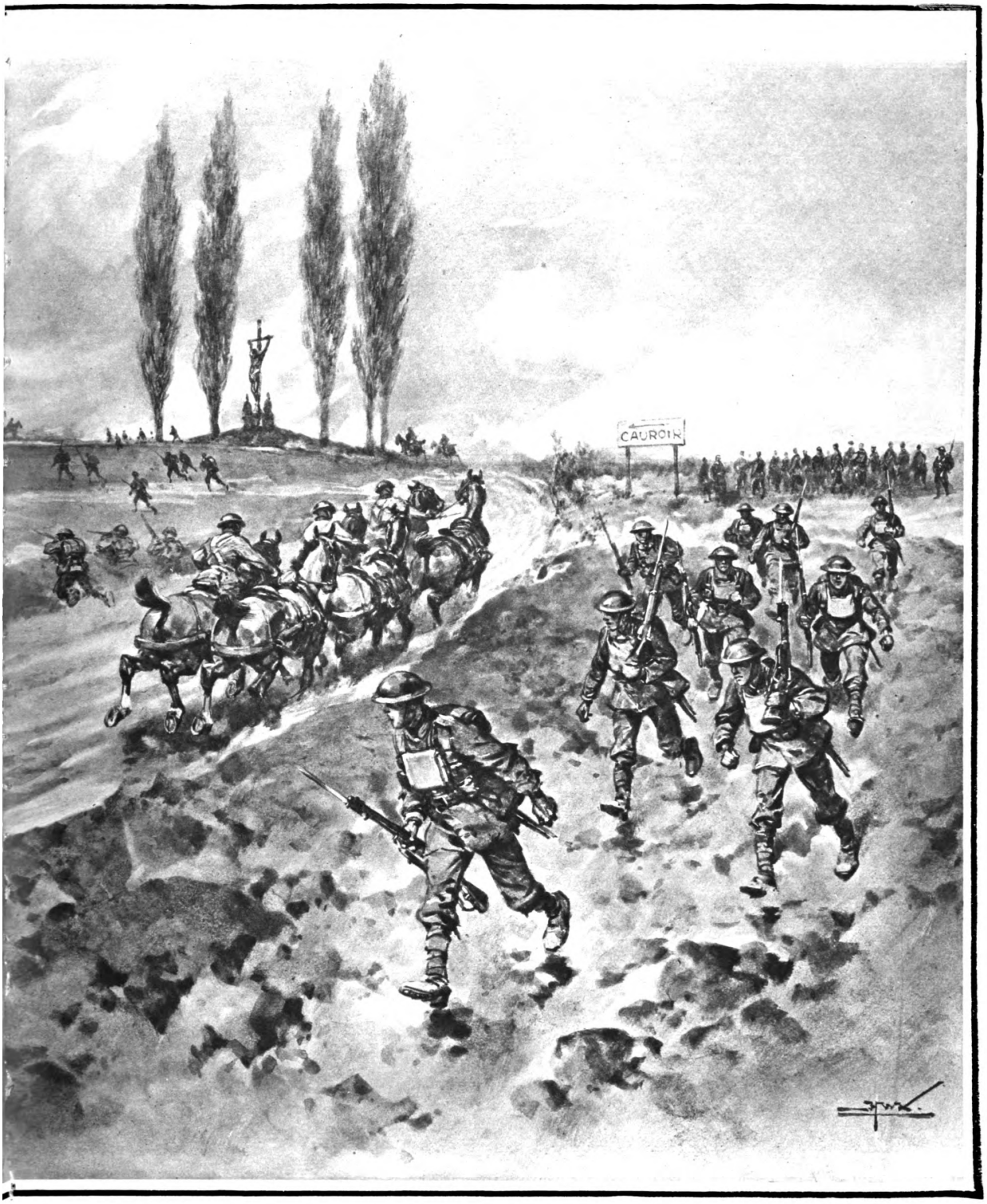


NEAR THE CRUCIFIX AT NIERGNIES: BRITISH TROOPS FORMING A DE

As we note elsewhere, British troops entered Cambrai on the morning of October 9, as a sequel to the taking of Niergnies, Forenville, and Séranvillers. In our drawing, British troops are seen forming a defensive flank near the Crucifix at Niergnies on October 8, while a forward field-artillery gun has come into action: this, while German shells were crashing into the village after the Tanks used by the enemy had failed to hold our advance. The infantry taking up their positions are seen on

TANKS HAD FAILED TO HOLD THE BRITISH ADVANCE.

RIAL SUPPLIED BY AN EYE-WITNESS.

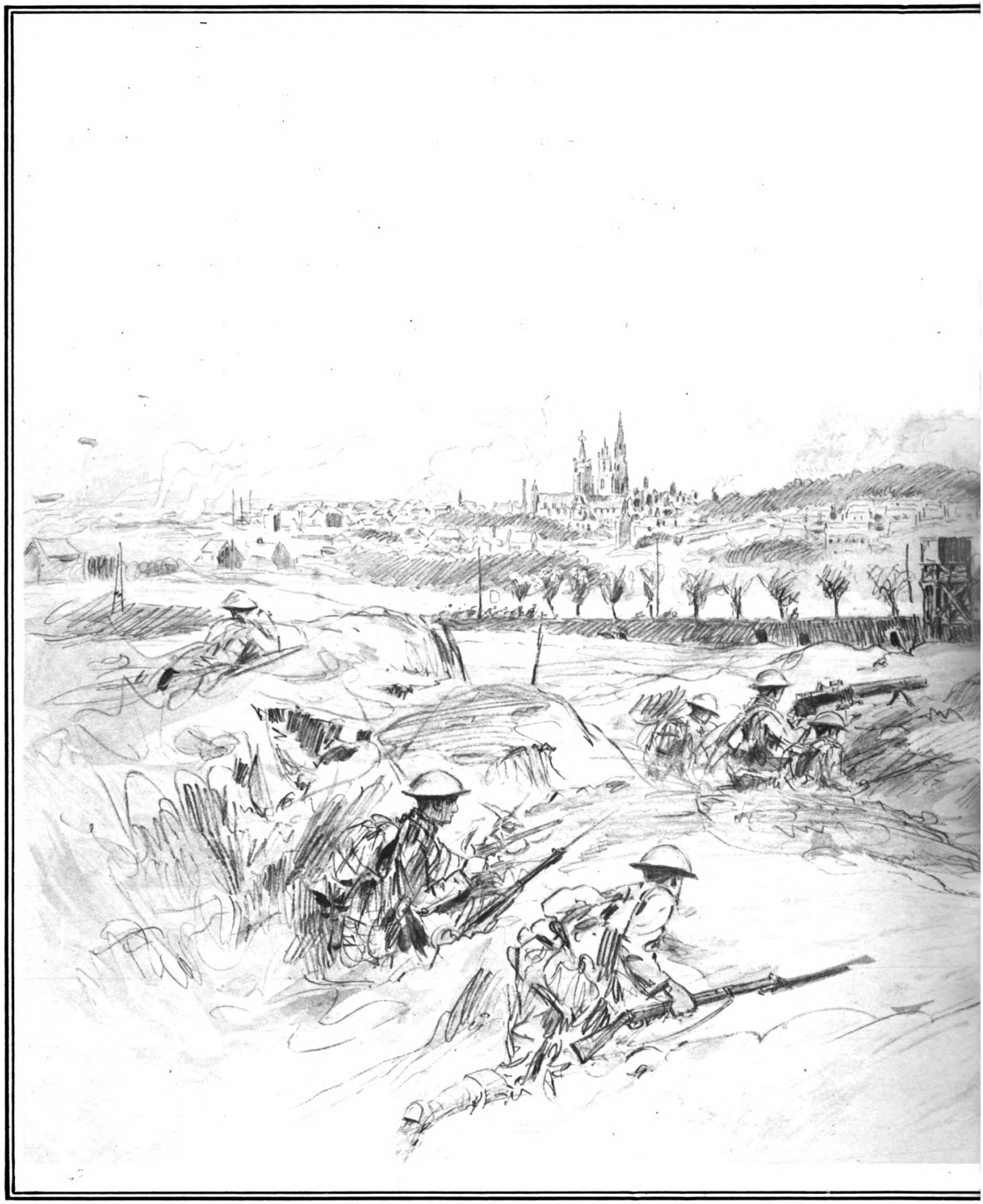


SIVE FLANK, AND A FORWARD FIELD ARTILLERY GUN IN ACTION.

ther side of the road, and advancing on the further side. To the left is a British 18-pounder in action. In the background is Niergnies Church. Also in the ckground is a German Tank on fire. A six-horse artillery team is driving away down the road. To the right, near the direction-board, is a small batch of erman prisoners.—[*Drawing Copyrighted in the United States and Canada.*]

THE CAPTURE OF CAMBRAI: BRITISH TROOPS ENVELOPIN(

DRAWN

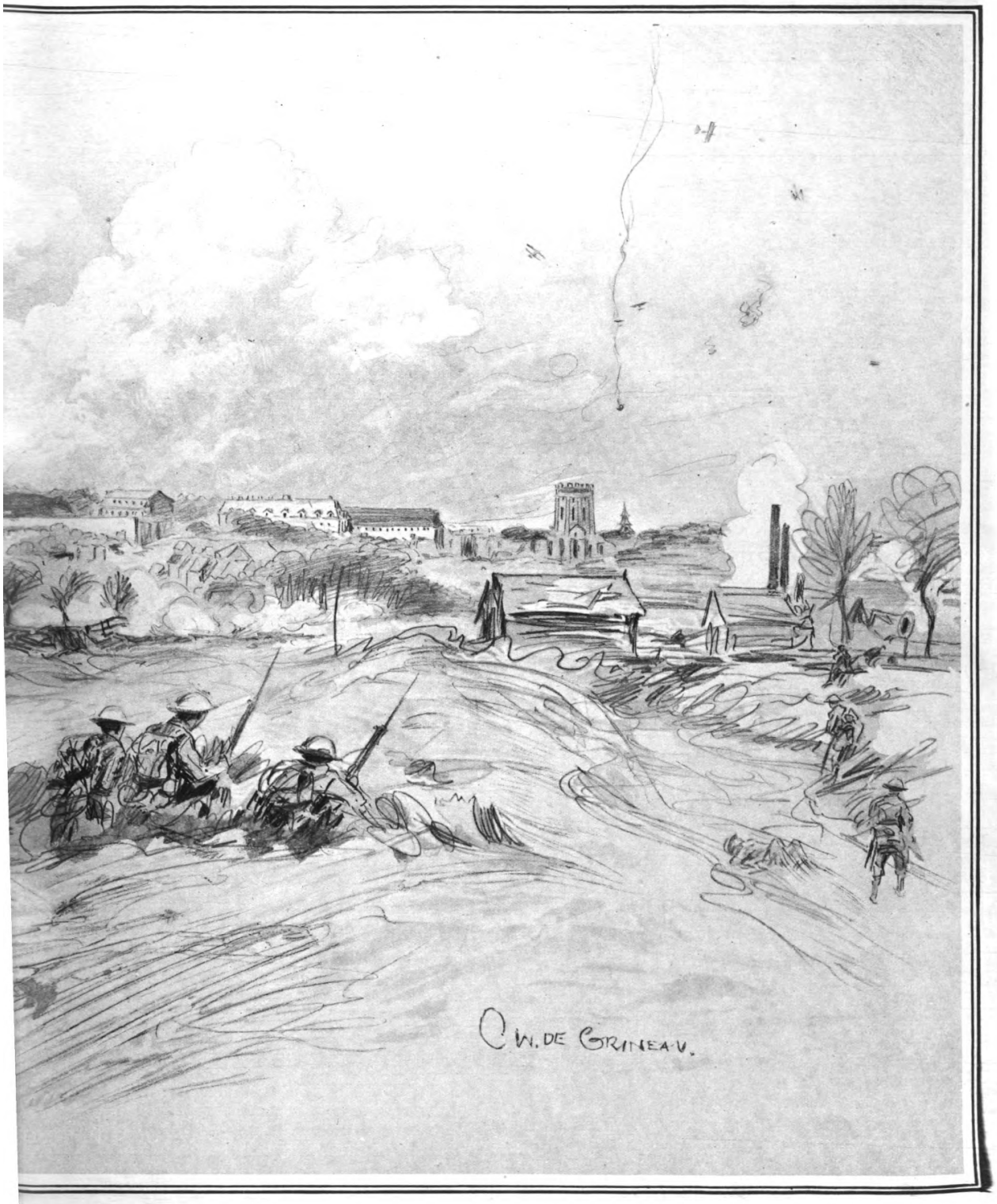


ADVANCING UNDER MACHINE-GUN FIRE THROUGH A DISUSED QUARRY: BRIT

British troops entered Cambrai on the morning of October 9. This drawing illustrates our enveloping movement during the battle of that and the previous day, in which over 10,000 prisoner and nearly 200 guns were captured. The Germans were shattered by the attacks of the 2nd, 3rd, and 63rd Divisions, who took Niergnies, Forenville, and Séranvillers on the 8th, and withdrev their last elements from Cambrai after nightfall. These Divisions took thousands of prisoners and many guns on the 8th, attacking at 4.30 a.m. under cover of a magnificent barrage from ou field artillery, who pushed right up almost to the forward line of posts before the attack. In the foreground of the drawing are infantry advancing under machine-gun fire through a litt

HE TOWN AND DRIVING BACK THE GERMAN LINE.

W. DE GRINEAU.



OOPS ENCIRCLING CAMBRAI ON THE SOUTH-EAST, AND PUSHING THE ENEMY BACK.

ated quarry south-east of Cambrai. A fight in the air is going forward on the right. In the centre background is smoke-drift; and in the middle distance is the railway, with dug-outs in embankment. On the extreme left are some British observation-balloons. An official communiqué describing the fighting on the 8th said: "On the left of the attack troops of the 2nd, 3rd, 63rd Divisions had hard fighting about Séranvillers and Niergnies and along the line of the Esnes—Cambrai road. In this sector the enemy counter-attacked strongly, using Tanks to support infantry. After pressing back our troops for a short distance the counter-attack was stopped, the enemy's Tanks being put out of action."—[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS



A SELLER OF PAINTS FOR THE FACE AND OF DRUGS: AN ITINERANT ALCHEMIST OF THE 14TH CENTURY.

THE SUPERSTITION OF RUDOLF II., RULER OF THE HOLY ROMAN EMPIRE: THE EMPEROR CONSULTING HIS ALCHEMIST (16TH CENTURY).

THE HOUSE NOME DARED PASS WITHOUT CROSSING THEMSELVES: THE HOME OF NICHOLAS FLAMEL (1330-1418).

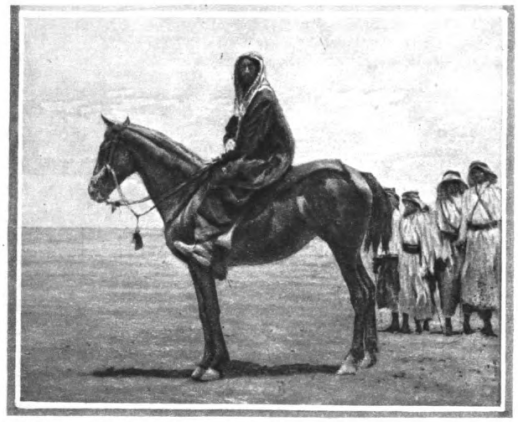
THE "NEW RABBIT DISEASE."

DURING the early days of October the newspapers gave great prominence to reports of what was called a "new rabbit disease," which was said to be sweeping over the country-side and slaying young rabbits by the thousand.

This mortality, we were assured, was due to feeding the victims on wet green food, which conveyed microscopic "germs," or "flukes"—and the writers seemed to be under the impression that these were synonymous terms—which caused the infected animals to die with great suddenness, and without premonitory symptoms of any kind. Even in official quarters, it would seem, this interpretation was adopted, and as a remedial measure it was urged that all green food should be kept until "wilted" before being placed in the hutches.

As is usual in such cases, the extent of the outbreak was exaggerated, and its cause entirely misunderstood. Much of this mortality among young rabbits was probably due to the inexperience of their owners. Thousands of people are keeping rabbits to-day, in a patriotic endeavour to produce food, who never before kept live-stock of any kind; hence insanitary hutches, over-crowding, and bad feeding are all too common. How soon damp hutches may work mischief I discovered myself only a few days ago. Into a newly made hutch I had put six youngsters, just six weeks old, dividing them by a central partition. All went well for a brief space. Then came violent rain-squalls which drove into the hutch, more so on one side than the other. Two days running I found the occupants soaking wet. This resulted in a chill; and a day or two later all were showing unmistakable signs of "pot belly," and one of them of incipient rheumatism in the hind-quarters. Obviously, something had to be done at once. So I turned them out into an enclosure, thirty feet by twenty feet, and placed a hutch there with the door open, into which they might run at need. For about forty-eight hours I withheld all green food save a few artichoke stems and leaves, which contain but little water, and gave them a liberal allowance of "middlings." The return to health began thenceforth, and all are now in the pink of condition.

Always I give my rabbits their green food, which they have in abundance, as fresh and crisp as possible; and take no pains to dry it should it be wet. The belief that this is wrong is based on a misconception, and not on fact. It is a matter of common knowledge, among those who have the care of sheep, that where these animals are grazed on water meadows infestation with "fluke" is a common occurrence. But this is due not to the fact that they eat wet grass, but to the fact that, browsing beside ditches and pools of water, they eat "rushes" on which are feeding small water-snails (*Limnaeus truncatulus*), whose bodies are infested with the larvæ of the liver fluke (*Dystomum hepaticum*). When such infected snails are passed down into the stomach of the sheep the larvæ make their way into the biliary ducts and liver of their new host, and develop into the adult trematode worms which represent the typical "liver fluke." Here, sooner or later, they set up inflammation of the ducts, and, by interfering with the secretions of the liver, bring about anæmia and death. At first, however, the entry of these parasites has a by no means deleterious effect—so much so that in Galloway, where the fluke thrives to such an extent that few sheep escape, animals destined presently for the butcher are put down to graze where they will surely become infected. As a consequence, for a short time the action of the liver is stimulated, and the process of fattening is thereby quickened. But the full story of the liver fluke is a long and complicated one, and cannot be told here. Suffice it to say that rabbits rarely indeed get infected with this parasite.



SON OF KING HUSSEIN, AND COMMANDER-IN-CHIEF OF THE HEDJAZ NORTHERN ARMY: SHERIF FAISAL.

Sherif Faisal, whose Army has taken so notable a part in the Palestine victories, entered Damascus on October 3 on horseback, attended by some 1500 of his kinsfolk and adherents, and rode through the city at full gallop, with "feux de joie" and shouts of victory. He then addressed the people. An Arab Administration has been established in Damascus.

The actual facts of this "new" disease have been recently told by Dr. Leiper, a great authority on such subjects. He has shown that it is due to an intense enteritis, set up by a microscopical protozoan parasite (*Eimeria stictæ*), which invades the gut-wall and almost completely denudes its absorbent surface, thus destroying its functions. The disease is very fatal to the young, but old rabbits can harbour the infection without showing definite symptoms. It is spread by resistent cysts passed in the excrement of the infected animal. Thus an apparently healthy but infected doe may infect her own young.

Preventive measures should consist in the destruction or isolation of infected animals, and the careful removal of all excrement. If there is a danger from eating wet green stuff, it is probably due to the fact that dry, powdery excrement containing the infective cysts adheres much more readily to wet than to dry surfaces. Be it noted, then, that this disease is brought into the hutch and is spread by an infected though not necessarily sick animal, and not by green stuff. Wet green food, unless it be infected, is not and cannot be a source of danger to the health of rabbits, as is so commonly supposed.—W. P. PYCRAFT.

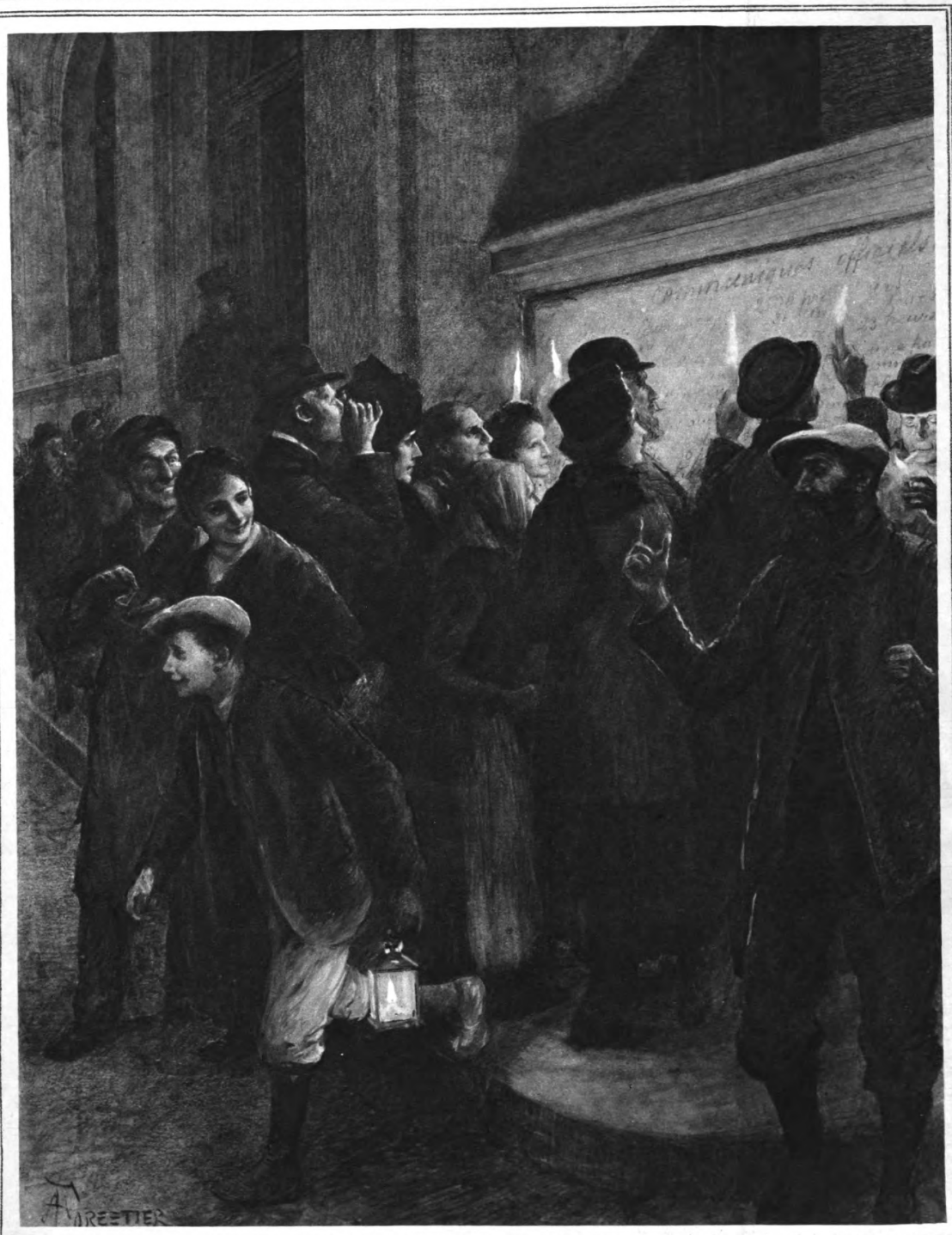


"GOD SAVE THE KING" IN LILLE: GENERAL HAKING AND THE MAYOR OF THE CITY SALUTING THE BRITISH NATIONAL ANTHEM PLAYED BEFORE THE MAIRIE.

British Official Photograph.

THE MIDI'S PATRIOTISM: WAR NEWS IN FOCH'S NATIVE DEPARTMENT.

DRAWN BY A. FORESTIER.



KEENLY INTERESTED IN THE VICTORIES OF THEIR GREAT COMPATRIOT, MARSHAL FOCH: TOWNSPEOPLE IN THE HAUTES PYRENÉES READING OFFICIAL COMMUNIQUÉS BY THE LIGHT OF CANDLES AND LANTERNS.

It is a far cry from the northern battlefields of France to the Pyrenées, and it has sometimes been suggested that the people of the Midi are not so deeply affected by the war. Naturally they cannot possess that first-hand knowledge of its conditions which has fallen to the lot of the north, but that they can be charged with indifference this drawing of a typical scene in a town of the Hautes Pyrenées sufficiently disproves. In that region the daily official communiqués, owing to the distance from the seat of war, arrive usually late at night, but the inhabitants are not to be deterred from hearing the latest news. They flock to the public buildings where the communiqués are posted, carrying candles or lanterns by which to read them. The Department of the Hautes Pyrenées has a special reason to follow with keen interest the victorious progress of the Armies under Marshal Foch, for it was in Tarbes, its capital, that he was born, on October 2, 1851. His predecessor in the high command, Marshal Joffre, is also a Southerner, having been born at Rivesaltes, near Perpignan, in the Department of the Pyrenées Orientales, on January 14, 1852.—[*Drawing Copyrighted in the United States and Canada.*]

NEW NOVELS.

"The Burning-Glass." That there have been better subjects for a novel than the passion of Julie de Lespinasse we think that Miss Marjorie Bowen would be inclined to admit. This, of course, is not to forget that Mrs. Humphry Ward has written "Lady Rose's Daughter," and made of the Deffand-Lespinasse affair one of the most charming of her books. Mrs. Ward, however, translated freely, and her Julie breathed the wider air of the late nineteenth (or was it the twentieth ?) century. Miss Bowen is carefully accurate, following the famous letters line by line; and somehow Mora and Guibert become tiresome, and the anguish of Lespinasse is shadowed, for all its burning flames and fevers, with monotony. It may be that the exact and accurate grouping of the accessories, the enumeration of the satinwood desk, the taffeta curtains, the *pendule* clock, the jar of lacquer, and the "two arm and three single chairs"—witnesses to so much intense emotion—conveys too well the atmosphere of a dead past. This is not a living woman; it is a *salon* with furniture, a bundle of old letters, a review of names that have been graven on tombstones for nearly a hundred and fifty years. It may be, too, that at this hour of destiny we of 1918 feel that the tearing and breaking of such a woman's heart, inside her stiff, old-fashioned stays, is not the tremendous affair it appeared to be to her and her contemporaries. She wore herself to tatters, and died. To-day other women with broken hearts live on, holding their brave heads high, and poor Julie de Lespinasse's ghost cuts a pitiful figure as it flits across their world.

"Special Performances." It would be difficult to mistake Mr. Pett Ridge's work for any other's, assuming that he were to publish a new book anonymously. His style is his own, and, so far as we know, he has no successful imitators. We are grateful for these things in reading "Special Performances" (Methuen), because it is so much less the subject than Mr. Pett Ridge that matters. The material from which these sketches are made is thin—a presentation teapot at the works, my lady passing Hampstead Heath, the antiquity of a threadbare war yarn. Really, when you come to examine them, there is nothing in the stories; and still the fact remains that the characters are alive, and very entertaining. Their terse and for the most part Cockney utterances are scarcely witty, but they are humorous. Their actions are the actions of ordinary people, flavoured with the pepper and salt of an Anglo-Saxon civilisation. Mr. Pett Ridge exposes jealousy and self-seeking, puts patriotism through its paces, and searches out the foibles of pretentious persons. He does not harangue us from the platform, but his quiet observation gets home. There is a deal of human nature in "Special Performances," and this is its claim to public favour.



THE BRITISH ENTRY INTO DOUAI: TAKING DOWN THE GERMAN FLAG FROM THE PREFECTURE.

Sir Douglas Haig reported on October 17: "To-day our troops have entered the town of Douai." The Germans had blown up two sides of the Grande Place, but the rest of the town was comparatively undamaged.—[*British Official Photograph.*]



A "CIGARETTE QUEUE" AT THE FRONT: AN EXPEDITIONARY FORCE CANTEEN DOING A BRISK TRADE IN A VILLAGE OCCUPIED BY AUSTRALIANS.

Australian Official Photograph.

"Martin Schuler." Without saying a word about world politics, Mr. Romer Wilson has written a foreword to the crime and the catastrophe of 1914. The circle he presents, the little self-centred paradise of music and dreams, went up in the smoke of burning Louvain. Yet what he gives us here is, on the surface, simply the study of an artistic temperament, of a youth whose aspirations (and vanity) were greater than his achievement, and who, when at last he fulfilled himself, perished of the supreme effort. "Martin Schuler" (Methuen) is itself a work of art, with a restraint that seems to signify that Mr. Romer Wilson has by no means over-reached himself in his acute and clever portraiture of German art in the beginning of the twentieth century that was to be so entirely the possession of the Teuton. Martin Schuler is looked upon as the heir of the musical ages by his contemporaries. He works out as the composer of light opera, popular music, and the grand opera of "The Peahens" of which he dies. He philanders, while his friends express themselves in epigrams on Woman. It is a gimcrack universe, this medley of modern young men, and music, and the stage; but the author shows power beyond the ordinary when, here and there, he snatches at the pasteboard scenery, and, tearing aside the shams, reveals the eternal stars.

THE LANDING OF THE KING OF THE BELGIANS AT OSTEND.

SINCE its publication, it has been pointed out to us that our drawing of the King and Queen of the Belgians passing the sunken *Vindictive* in Ostend Harbour was incorrect in certain details. This arose from the fact that the supplier of the material to our artist (who himself is not to blame in the matter) forgot to point out that the *Vindictive* was funnelless at the time.

PELMANISM AND PEACE.

By ARTHUR F. THORN.

Author of "Richard Jefferies and Civilisation," "Social Satires," etc.

THE truth that civilisation has been strained almost to breaking point by the war will not be denied by those who are able to recall the cataclysmic events of the past four and a-half years. Nothing less than a revolution has taken place in society, but its progress has been too gradual for immediate realisation; the spectacular horrors of modern warfare have largely distracted the public consciousness from the social changes which have come about as a result of world conflict, but when peace comes these things will need to be appreciated in their true perspectives. The future will consist mainly of social problems that will demand the concentrated mental effort of every individual brain. Vital national issues directly affecting the lives of the people will demand serious consideration and successful treatment, not only by a few men of genius, but by the people themselves. There will be a vacuum in the social atmosphere that will draw all mentalities into its vortex, and if those mentalities are insufficiently equipped for the strain which will be put upon them, then the wisest plans of the minority will prove ineffectual.

How few are able to grasp mentally the significance of the present moment, or to visualise the intensely dramatic possibilities of the near future? How few are able to perceive that the war has, in the sense of destruction, set civilisation back a century, and that it will be absolutely necessary to repair the wreckage as soon as possible after peace is declared? The emotional reaction of joy that will inevitably succeed the birth of peace will, for a time, subordinate every other public emotion. One can quite clearly visualise a condition of happy chaos that will laugh in the face of serious thought and be quite unable to appreciate the fact that grave danger still threatens civilisation; that nothing short of collective intelligence and collective thinking will assure a sane future for democracy. The future needs thought as the human body needs food; it needs dynamic ideas and ideals; it needs effectively applied mental science, and it needs human understanding. The failure of the past to secure for the people a general high standard of living and social security which might leave man free to become aware of his higher mental self; this failure has been due to the absence of collective thought—the failure, in fact, of the average undeveloped mind. Let us examine this question closely. Great ideals and schemes for the betterment of mankind have been conceived and expressed by thinkers whose sole motive was the uplifting of their fellow men. They had no axe to grind—men like Ruskin, William Morris, Tolstoi, Emerson, and many others, whose life work was directed towards the elevation of mankind. These great men were not in themselves failures; they expressed their ideas very clearly; it is humanity that has failed, not the men of genius who have pointed a way to emancipation. Why have these mental pioneers been unable to produce a full and satisfactory result? Why has humanity failed to utilise the ideals of its great teachers? There is no excuse for humanity; *humanity has consistently refused to think; it has neglected its mind; failed to realise the importance of ideas, and, in so doing, has allowed the paralysing forces of ignorance to overwhelm it.* False dignity cannot point a flaw in this argument; it is as clear as the sun in mid-heaven.

Thought, rightly directed and intelligently applied to the complex problems of human life, can alone lift the race beyond the devastating effects of mental apathy and intellectual inertia. We have neglected our brains; we have failed to apprehend the infinite power of mind, and we suffer in consequence. Then, it will at once be said, education is also a failure. What has education been doing all these years? What is wrong with our educational system that the average person is not, in the highest sense of the word, educated? The answer is, that educationists have been much too anxious to provide a utilitarian education; an education purposely designed to fit in with conventional ideas of life, and with things as they are. Educationists have not properly appreciated the fact of individual psychology. Conventional education may impart much valuable technical knowledge, and, at the same time, fail to draw out those vital qualities of personal initiative and individual thought which are alone able to develop the pupil's highest potentialities. The result of such education is not a mind alive to the colour and joyous possibilities of life, but a mind encumbered with a certain mechanical arrangement of facts that are, within limits, quite useful, but which are also narrowly restricted, and do not, as a rule, enable the individual to become intimate with the possibilities of his or her own unique personality.

The whole problem of the future, in which it is generally admitted that reconstruction shall be the most important task, is a problem which involves the mental response of the people to the idea of reconstruction in all its phases. People in all classes of society will need to think and analyse for themselves; they will have to discuss national affairs and bring their minds to bear intelligently upon the various aspects of social reconstruction. They will have to be mentally awake not only to their own personal interests, but also to the interests of others. The future will demand a clarified perception of right values and sane ideals; it will need clear, energetic brains and sensitive imaginations—mental qualities which do not develop without systematic exercise and rightly directed interest and concentration. The need for the healthy activity of these mental faculties exists increasingly, and the Pelman System of Mind and Memory Training has evolved side by side with this need. The Pelman System of mental education is nothing more or less than a proved developer of every healthy and progressive activity of the human mind. There would appear to be no other system of Mind and Memory Training more likely to stimulate the latent powers of the undeveloped brain and prepare it for the intense intellectual battles of the future. The Pelman System invariably produces that requisite mental vitality and keen perception that can alone prove successful in a world fighting for existence with ideas. The Pelman System is more scientific and more certain of its ground than any other system which claims to provide an incentive to thought, and a stimulus to imagination. It has psychology for its basis, whereas conventional education regards psychology as a mere branch of mental science, and does not normally include it in the popular curriculum. This oversight has caused the failure of conventional education just as the recognition of the psychological basis of mental life has proved the success of the Pelman System.

Briefly, then, the coming of peace will demand collective thinking; it will demand the serious consideration of, and creation of, ideas; it will demand intelligence. Nothing less than efficiently educated brains will be qualified to deal with those supreme national issues which must affect the race generally. Nothing short of national mental education will be of any practical value in the enormous task of social reconstruction. Pelmanism will play a much greater part in the shaping of our national future than many of us imagine. The world cannot become safe for the people and for posterity until each individual unit in society fully realises the possibilities of their own particular mentality and its power over the conditions of life which form its environment. The hopes which mental education holds out for the future are stupendous. There is no limit to the happy possibilities of the future if only humanity will collectively realise the divine potentialities of thought, and awaken to the necessity of creating a condition of human life which shall bless the children of to-morrow and justify the sacrifice and sorrow of to-day.

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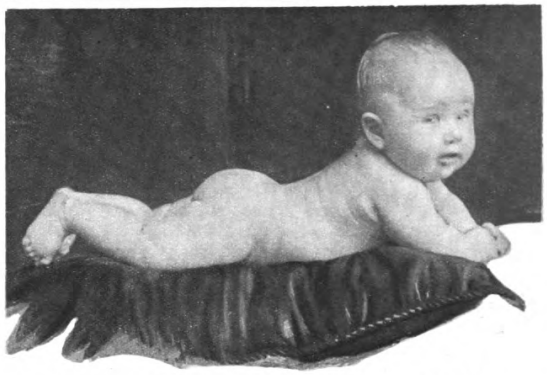
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LADIES' NEWS.

THE QUEEN is, in one way, distinctly in favour of waste—but only if it is spelt waist. There is no doubt that, when Madame la Mode goes in for her special form of reconstruction, restoration of the waist-line—so long and so entirely obscured—will be a chief point in her plan of campaign. In no other way could she be so sure of upsetting the old régime, and making war-time dress quite useless for the smart women of peace time. This we recognise as one of her ways to help trade, and trade will hold out both hands for help when peace arrives. The Queen has always preserved the waist-line. Her Majesty's mould is too grand for those Victorian atrocities known as wasp-waists; but the waist of her dresses is where Nature has placed it, and the Queen has never camouflaged that fact. At the moment there are no close-fitting bodices—the time for them is not yet—but there is in all draping and swathing distinct convergence to the waist. A great dressmaker says that there are few women who can cut and make close-fitting bodices now. Those are being dealt doucely with, for they will be worth high salaries later on—not only to make, but to train others to make, fitting bodices, which will come again as surely as peace won by victory.

The bead and embroidery craze is at its zenith, so that a costume without either achieves distinction. That is the point when fashions change. Like the turn of the tide, it remains for a time apparently quiescent, then it flows fast. Before this winter, with all its fateful happenings, is past we shall see plain frocks in favour. The time is favourable, for we have fabrics to trim which would be as inartistic as to paint the lily—silk jersey cloth (thick, soft, silken fabric that drapes like crêpe and wears like leather), soft and lustrous satin, bloom-like and beautiful velours. Save for a touch of fur and a softening of lace, these are most effective alone. Another fashion to which we may confidently look forward—not, perhaps, so soon as that of plain materials—is a revival of lace. The liberated populations of Belgium and France, the nuns who have had the more immediate necessity to nurse, will return to their peace-time occupation of lace-making; and Madame la Mode, who is a philanthropist after a fashion, will lend her aid to reinstate them in more flourishing ways. Nor shall we want to buy imitations of these laces, however clever and cheap; we have learnt to dislike and distrust the countries that dealt so profitably to themselves in substitutes.

A quest we are all on these days is for woollies—chiefly those to send to the men who are campaigning, for victories will not keep the dear things warm. We can get the best for them if we can show that we want it for fighting men, for the chief output of the Wolsey manufacture is for the use of the Army and Navy. A bellicose lady was arguing that her old man wanted it as badly as any soldier, because coal was so short and he could not fight to keep himself warm. Another woman took up the challenge, and told her that but for the fighters, who had to be out in all weathers, her old man would have no grate to put coal in nor house to put a grate in. This was conceded, and the pair proceeded to extol the merits of Wolsey; and finally some was found for the bellicose lady's old man, whereupon she was converted to peace, but neither a Hun nor a pro-Hun version of that blessing.



ONE OF THE NEW LOOSE COATS.

A "chic" costume of black duvetyn and buff broadcloth, with a waistcoat of black-and-white striped corded velvet. A novel feature is the black velvet stock.

No one has one good word for the latest scourge, the "Spanish flu." Spain will, it is said, break her neutrality if we go on calling it so. Women go about handkerchief to nose and reeking of antiseptic; the two pet pastimes are sneezing and skipping—the first not caused by flu, but by the use of Kruschen Salts to prevent it by getting rid of the germs; the second by way of keeping warm in the healthiest way. An impromptu sneezing party proved rather a frolic; the guests passed round the salts, sniffed, and sneezed into properly disinfected handkies in a disinfected room. There may be developments with competitions, the best sneezer to get a prize; or, if members of the minority sex are present, bets might enliven the proceedings, which would certainly often become hilarious. Jokes apart, there is no better preventive of the prevailing malady than a good sneezing fit once or twice a day. It is not for the good of the community that it should be done at large, like the swears of the South Attorney; discreet sneezing properly environed is to be encouraged, and no one need fear enemy influence in the Kruschen Salts provocative thereto — it has been all British for 160 years, and continues to be so.

Women are all interested in the scheme for endowing beds in the Elizabeth Garrett Anderson Hospital for women workers who fall sick by the way. Each branch of workers is to endow a bed to be kept for members of their own profession or trade. The whole is to be a memorial from living workers to the great pioneer of women in the medical and surgical profession, Elizabeth Garrett Anderson. A sale will be held on the 28th and 29th to help to raise funds for the completion of endowments already begun. Help is urgently needed, because war conditions have made it harder than ever for all hospitals to carry on. Miss Imogen Murphy, Secretary at the Hospital, 144, Euston Road, will be grateful for any gifts.—A. E. L.



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LITERATURE.

"Rhyme and Revolution in Germany."

Poetry is the natural vehicle of intense feeling, political or otherwise, and so there has always been a close connection between rhyme and revolution. There is literally, therefore, much rhyme as well as reason in Mr. J. G. Legge's book, "Rhyme and Revolution in Germany" (Constable), which he further describes as "A Study in German History, Life, Literature, and Character, 1813-1850." As these dates indicate, the revolution in question is not that which may be in progress to-day as a result of the war, but an earlier event. It is sometimes forgotten that Germany ever had one, for the world is apt to remember only the revolutions that succeed and not those that fail. The present volume is a timely reminder that such an upheaval did occur in Germany in the first half of the nineteenth century; and, as the author points out, the effect of the war may be to revive the old forces of discontent. His work, therefore, deserves careful study if only on the principle that we may "learn the future from the past of man," and also for the sake of the analogies which he draws between Germany in a period of reconstruction and the present state of political affairs in our own country, tending, as he warns us, towards a similar régime of tyrannical bureaucracy and the covert supersession of our ancient liberties as represented by Parliament.



ON THE CHAMPS ELYSÉES, PARIS: "AU POILU"—A NEW STATUE.
Photograph by Rol.

Mr. Legge compares the history of Germany since the war of liberation in 1813, when the Germans shook off the yoke of Napoleon, to "a vast trilogy, the subject of which is more tremendous even than that of Thomas Hardy's 'Dynasts.'" The first part covers the years from 1813 to 1850, with which his book deals; the second is the era of Bismarck; while "the third great drama is now unrolling itself before our eyes." Of the first period he says that an understanding of it "is vital if Englishmen are to appreciate the magnitude of the problems involved in the issues of the present war. They will realise that it was during this period, and not under the Bismarckian régime, that the Germany as we see it displayed to-day, was really formed"; and, emphasising the same point, "it is a profound mistake to conceive of the German of to-day as representing a peaceful, guileless stock perverted by the evil influence of Bismarck."

The author's plan has been to provide British readers with the means of studying German history and character at first hand, in a form more readable and popular than a text-book or a scientific historical work. His own knowledge of modern Germany dates from a visit to Berlin in 1888, and has since been continued by "a desultory but voluminous reading." He tells the story by means of a series of quotations (translated) in verse and prose from contemporary writers, as given in such German works as "The German Revolution," by Hans Blum, and Dr. Tim Klein's "Der Vorkampf," with a connecting thread of narrative of his own by way of "stage directions." The general result is a remarkably vivid picture of the German soul (or the absence thereof) in evolution, through abortive revolution, to acquiescence in domineering autocracy. It gives the impression of a house divided against itself, but with the weaker elements kept in order by brute force.

A Sheaf of War Notes.

The author of "A Gallipoli Diary" (Allen and Unwin)—a record of "the daily happenings" of his life, the impressions they made on him, and the thoughts that they created—might say with Othello, "I will a round unvarnish'd tale deliver." A keen sense of the actuality of these extracts from the day-by-day notes of the author, Major Graham Gillam, D.S.O., grows with a perusal of the pages, and the reader echoes the tribute to "a Division whose gallantry in that campaign well earned for it the epithet 'immortal,'" and welcomes also the tribute paid to that indispensable arm the A.S.C., whose slightest misunderstanding may easily "lead to chaos," and whose work involves traversing roads swept by high-explosive shell and shrapnel and machine-guns.



MARRIED: STAFF-CAPTAIN A. C. R. WAITE—MISS IRENE AUSTIN.
Miss Irene Austin was married on October 16, at Lickey Parish Church, by the Ven. the Archdeacon of Birmingham, to Staff-Captain A. C. R. Waite, M.C., of the Fourth Divisional Artillery, Australian Imperial Forces. Mrs. Waite is the eldest daughter of Sir Herbert Austin, K.B.E., and Lady Austin. The wedding was attended by a large circle of friends, including many representatives from the Austin Motor Works.

Major Gillam does not forget the ancient fame of Kallipolis, city of beauty, in the war-horrors of Gallipoli to-day. He has, too, a keen eye for the tragic inconsistencies of war: "Here we are sitting down to a good meal, and men are fighting up the cliffs a few hundred yards away"; or, again, "At 'V' Beach all seems hell and confusion"; and, further, "I can only see brown hills

[Continued over-leaf.

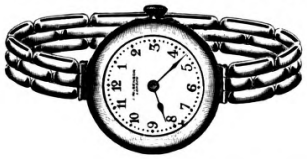
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A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states: "I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brilliantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims's Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

TATCHO
The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.
THE TATCHO HAIR HEALTH BRUSH FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, has set aside for trial purposes 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes, the latest scientific achievement in hair-brush construction. The cost of this unique brush is 5/6, but one will be sent free when six bottles of Tatcho are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that this preparation is made according to the formula recommended by me."

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere.
1/3 and 4/6.

(Continued.)

and bursting shells, a sea dead calm, and a perfect day. The work of the Creator and the destroying hand of man in close intimacy. . . . Imbros is peaceful and beautiful, Gallipoli beautiful and awful." Major Gillam hears a real British cheer, and asks, "Is that a charge?" adding, "My imagination had conjured up a mass of yelling and maddened men rushing forward helter-skelter. What I see is crouching figures, some almost bent double, others jog-trotting over the grass with bright sun-rays flashing on their bayonets. Now and again a figure falls and lies still — very still in a crumpled heap; while all the time the crack-crack of musketry and the pop-popping of machine-guns never ceases. That is what a charge looks like." The interest and value of this volume are due to this very fact—that the author tells the home-staying world what the things of war "look like." It is the keynote of his diary. There is no straining after literary effect, but this sense of actuality makes the book convincing as a story told by a friend. On one page we find little touches of humour, and on none are the horrors of war painted in too glaring colours. A well-earned tribute is paid to the Australians — "a wonderful race. . . . Everything they do is done thoroughly. . . . They perform the most extraordinary and hair-raising deeds that history can record." The pages of this diary form a vivid story of those "strange months—dull and exciting, tragic and humorous," when the author and his comrades "walked with death" on the grim peninsula.



OSTEND'S JOYOUS WELCOME TO OUR MEN: THE FIRST BRITISH CAR TO ENTER THE TOWN, ON OCTOBER 17.

Describing Ostend's welcome, Mr. Perry Robinson writes: "Before I got there I believe only one car with two official photographers had entered the town from the landward side, and the scenes which I described at Lille were re-enacted on a smaller scale. It is quite dull now to get back to regions where, at the sight of a British uniform, the whole population does not shout and cheer and wave flags and struggle to shake hands or embrace one."—[*British Official Photograph.*]

"Nelson's History of the War."

In writing "Nelson's History of the War" (so named after the publishers instead of the author) Mr. John Buchan has accomplished a remarkable literary feat. He not only gives a clear and readable narrative of events, but he preserves a fine judgment and sense of proportion in estimating the larger aspects of the struggle and the aims of the various nations engaged in it. At the outset of his twentieth volume he touches on the value of contemporary history, of which Thucydides (himself a combatant in the Peloponnesian War) is the great exponent; and in its favour he can also cite a dictum of Napoleon. In Vol. XX., which covers the third year of the war, Mr. Buchan has to summarise some very big subjects—the third battle of Ypres, including the actions at Messines and Passchendaele; the submarine peril; the great French recovery outside Verdun; the revolution in Russia, and her defection from the Allied cause; and the entry of the United States into the war. Another chapter is devoted to the internal situation in Germany and the "reshuffling of her cards." She had accumulated a huge debt, and 400 millions would be required for interest alone. "Victory would solve the problem, and defeat in any case would spell bankruptcy. . . . She had arrayed against her a world which in the long run could starve her to death. . . . Eighteen countries had proclaimed war, and nine more had severed diplomatic relations. It was the verdict of the civilised world against the wrong-doer, and — more important for Germany—it was the verdict of those countries which between them possessed the monopoly of the raw materials without which she could not live."

It is characteristic of the enterprise and the more than up-to-dateness of Harrods, Ltd., the great house in the Brompton Road, S.W., so well known to and well-liked by all London, to arrange for their great Toy Fair to be in full swing by the first week in November! They know well how to cater for and appeal to the taste of children, who, war or no war, cannot be ignored or forgotten at the Christmas season. Again, this year they have arranged a Toy Fair worthy of themselves and of their countless customers. On their great premises will be found a tempting display, including a large log cabin for children to play in, swing boats, large aeroplanes, singing birds in cages, and "Dometo" building bricks; there are also daily demonstrations of mechanical toys, "Primus" engineering sets, and a shooting range for boys; and a part of the Toy Fair has been set apart for Lord Roberts' Workshops, where innumerable toys are displayed all made by disabled soldiers and sailors. Large stuffed elephants with steering gear are exclusive to Harrods, and there is a fine show of tricycles and tricycle horses.

URODONAL

Renews Youth.



LIFE'S WEAR AND TEAR.

The human body is a delicate and complicated machine, whose regular functioning depends chiefly upon the regular circulation of the blood through the intricate maze of blood vessels, the motive force being provided by the heart.

Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstruct the free circulation of the blood. Circulation is more difficult on account of the blood being rendered viscid, and also because the vessels become hardened by the impurities deposited, and transformed into the semblance of "clay-piping." The normal channels of elimination of these poisons also become gradually less adequate to their functions. Lastly the heart itself fails.

It is therefore necessary to keep the blood in a perfect state of purity and fluidity, to regulate arterial tension, and to eliminate the poisons that are liable to clog the vessels. These are precisely the effects obtained by the regular use of URODONAL, which is recommended by Prof. Lancereaux, late President of the Paris Académie de Médecine.

URODONAL not only dissolves and eliminates uric acid, but also the purins, which are even more dangerous. It stimulates the kidney functions, accelerates circulation, and removes deposits from the tissues and joints. Unlike salicylates, iodides, and colchicum, URODONAL is absolutely *harmless*, this being a rare virtue in so powerful an agent.

Dr. J. L. S. BOTAL,
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To sufferers afflicted with **Rheumatism, Gout, Calculosis, Migraine, Eczema, Obesity, and Acid Dyspepsia:** take courage, for URODONAL *dissolves uric acid as easily as warm water dissolves sugar*, and secures its complete elimination. Thanks to URODONAL the obese regain their normal proportions, the weary take on a new lease of life, and the worn Society woman regains and retains a clear and healthy complexion, through the blood-purifying properties of this preparation. URODONAL is the great discovery of the century and is a boon to all; it is the secret of perpetual youth; the means of salvation for the thousands of victims of uricæmia.

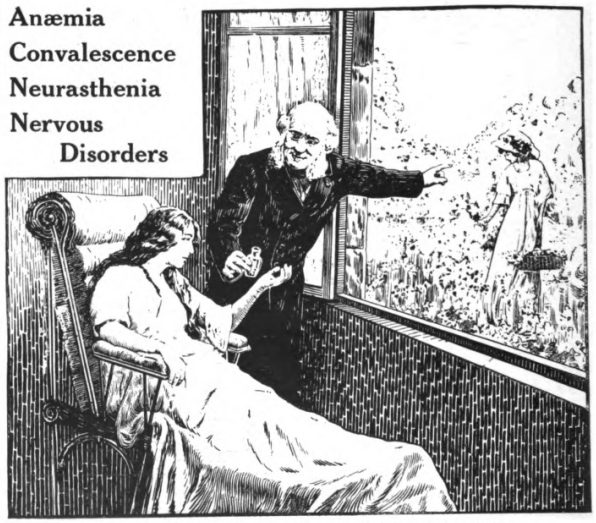
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As beautiful as hair can be!



You simply comb it thro'"

HOW TO PREVENT IT FROM GROWING GREY

THERE is no occasion for you to look unattractive or prematurely old because of grey, streaked with grey, white or faded hair. Don't let this condition, with its look of age, rob you of your youthful beauty and the wonderful opportunities which life offers. No matter how grey, prematurely grey, lustreless or faded your hair might be, Hindes Hair Tint will revive the colour glands of Nature—promote a healthy condition of the hair and scalp—and cause all of your grey or faded hair to become evenly dark, soft, lustrous and beautiful. This preparation is not an ordinary hair dye, but an elegant toilet requisite, which is easily applied by simply combing it through the hair.

Hindes Hair Tint is permanent in effect, natural in shade, washable and undetectable, and is guaranteed harmless by the highest medical authority. A medical certificate accompanies each bottle.

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2047

Lotus

NOWADAYS the civilian who wants brown boots or shoes, and manages to get a pair, is very fortunate.

For there are no war-time and only very few, a pair here and a pair there, of the regular civilian boots and shoes in brown, owing to the Government wanting nearly all the leather of this colour for soldiers and Waacs.

So those men who particularly want brown boots will save themselves a lot of running about from shop to shop by buying black straightaway.

Black boots and shoes, particularly war-time, are in tolerably good supply at the shops appointed to sell Lotus and Delta. In every town there is one, in many towns there are two or more, of these shops.

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The regular use of Ven-Yusa is equivalent to giving the skin a refreshing and beautifying oxygen bath. Only pre e, 1/- per jar at all Chemists, Hairdressers, Stores, &c., or from C. E. Fulford, Ltd., Leeds. Branches at Sydney, Cape Town, Calcutta, Bombay, Colombo, &c.

THE PLAYHOUSES.

CENTENARY OF THE "OLD VIC."

It was pleasant to see the Queen and Princess Mary showing their appreciation of the good work done for Shakespeare at the "Old Vic." by attending on Friday the quaint performance which celebrated its centenary. Those concerned had the happy idea of presenting a review of the record of the theatre during the past century, from full-blooded melodrama to grand opera and the plays of Shakespeare, and affording at the same time a contrast between the old and the new methods of acting. Thus we had deliberately artificial emotion from Miss Athene Seyler and Mr. Ben Greet in a scene from the old-style drama of "Simon Lee," which showed a condemned murderer in his cell visited by his innocent wife. This made the best of fun, just as did Mr. Matheson Lang's extravagantly dressed and rampacious Petruchio in an excerpt from "The Taming of the Shrew." In marked relief was the Vic. company's more subdued work in "Macbeth"; while Miss Ellen Terry proved how elocution could have both perfect phrasing and naturalness, in Portia's "Mercy" speech and Juliet's potion scene. Incidental delights were Mr. Croker King's impersonation of Paganini, and Mr. Russell Thorndike's masquerade as Grimaldi; but the whole entertainment was one in which Miss Baylis might take legitimate pride.

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CHESS.

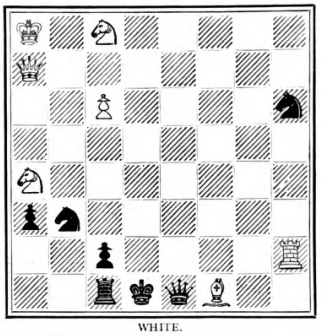
To Correspondents.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

F Walker.—We have examined your problem, but find it too weak for our use, although some of the variations are rather pretty.

G L Birch.—If you will send your name and address, your problem shall be examined. You must look again at Problem No. 3796.

G Stillingfleet Johnson, A M Sparke, and J Paul Taylor.—Your respective problems are marked for insertion.

PROBLEM No. 3797.—By W. A. Shinkman.
BLACK.



WHITE.
White to play, and mate in three moves.

Solution of Problem No. 3795.—By H. F. L. Meyer.

WHITE	BLACK
1. B to Q 5th	
2. R to Q sq (ch), and 3. Kt mates.	K takes P

Correct Solutions of Problem No. 3791 received from J B Camara (Madeira) and J M Sharp (Malta); of No. 3792 from R F Morris (Sherbrooke, Canada), J M Sharp, and J B Camara; of No. 3795 from L Chorley La Roque (Eastbourne), R J Lonsdale (New Brighton), J Verrall, E J Gibbs, J C Gemmell (Campbeltown), F L Smith, and G Bell (Norwich).

Correct Solutions of Problem No. 3796 received from G Stillingfleet Johnson (Sedgford), J S Forlee (Brighton), A H H (Bath), J Fowler, J Dixon, J C Stackhouse (Torquay), L Chorley La Roque, Cadet H E Brooker (Pirbright), H Grasett Baldwin (Farnham), J C Gemmell, A W Hamilton Gell (Exeter), M E Onslow (Bournemouth), H S Brandreth (Weybridge), and Mark Dawson.

CHESS IN BATH.

Game played between Messrs. Labone and Bell.
(*Vienna Gambit.*)

WHITE (Mr. L.)	BLACK (Mr. B.)	WHITE (Mr. L.)	BLACK (Mr. B.)
1. P to K 4th	P to K 4th	14 Castles	Kt to B 3rd
2. Kt to Q B 3rd	Kt to K B 3rd	15. Q R to K sq	
3. P to B 4th	P takes P.	Threatening R takes B, followed by Q to K R 3rd, etc.	
This is altogether ruled out by the authorities on the ground that 4. P to K 5th yields practically a won game.		15.	Q to Q 2nd
		16. Kt takes B	P takes Kt
		17. R takes P	Q to Q 4th
4. P to Q 4th	B to Kt 5th	18. Q to K 3rd	Q R to K sq
5. B to Q 3rd	Castles	19. B to R 6th	
6. B takes P	B takes Kt (ch)	Starting a pretty combination which is carried through in excellent style. What the game lacks in science it makes up for in liveliness.	
7. P takes B	P to Q 4th		
8. P to K 5th	Kt to K 5th		
9. Q to B 3rd	Kt takes P	19.	R to K 3rd
10. B takes P (ch)	K takes B	20. R to B 6th	K R to K sq
11. Q takes Kt	B to B 4th	21. B takes P	K takes B
12. Kt to B 3rd	B to K 5th	22. Q to R 6th (ch)	Resigns
13. Kt to Kt 5 (ch)	K to Kt sq		

BOOKS WORTH READING.

My German Prisons. Capt. H. G. Gilliland. 6s. net. (*Hodder and Stoughton.*)

Love and Sacrifice. Beatrice Baskerville. 6s. 9d. net. (*Hurst and Blackett.*)

Shops and Houses. Frank Swinnerton. 7s. net - - - (*Methuen.*)

The Women Novelists. R. Brimsley Johnson. 6s. net - - (*Collins.*)

The Burning Glass. Marjorie Bowen. 6s. net - - - (*Collins.*)

Guildhall Memories. Alfred George Temple. 16s. net - - (*Murray.*)

Nelson's History of the War: Vol. XX. J. Buchan. 2s. 6d. net (*Nelson.*)

Warriors and Statesmen. Earl Brassey. 9s. net - - - (*Murray.*)

White Nights. Fyodor Dostoevsky. 6s. net - - - (*Heinemann.*)

Martin Schuler. Romer Wilson. 7s. net - - - - (*Methuen.*)

The Pillar of Fire. H. C. Bailey. 6s. net - - - - - (*Methuen.*)

Sea-Fights of the Great War. W. L. Wyllie, R.A., and M. T. Wren. 12s. 6d. net - - - - - - - - - - - (*Cassell.*)

Balzac. Emile Faguet. 3s. 6d. net - - - - - - (*Constable.*)

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Read this extract from the "Commercial Motor," 8th March:

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The Alarm will arouse the Heaviest Sleeper.
Sterling Silver 'ALARM' Watch white dial, £8 5 0
With Black Dial, £8 10 0
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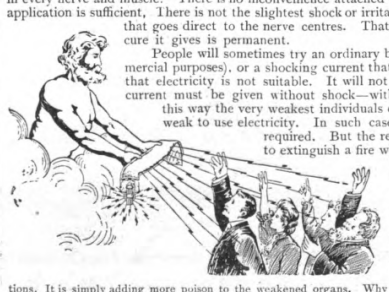
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AS PLEASANT AS IT IS EFFECTIVE.
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People will sometimes try an ordinary battery (made, no doubt, for commercial purposes), or a shocking current that irritates the nerves, and conclude that electricity is not suitable. It will not do any good in that form. The current must be given without shock—without irritation of any kind—and in this way the very weakest individuals can be built up. No person is too weak to use electricity. In such cases a longer building-up process is required. But the results are just as certain as water is to extinguish a fire when supplied in sufficient quantities. If a proper battery is used it is possible to apply a very strong current, free from all inconveniences.

How much more pleasant it is to be cured in this way, while resting, than to be pouring medicine into the poor, weakened stomach until it is impossible to do without it. This drug habit grows on one like the whisky habit; and no wonder, as alcohol forms the chief ingredient of many preparations. It is simply adding more poison to the weakened organs. Why not stop it?

Rheumatic sufferers, those crippled with Lumbago, Sciatica, or Gout; the victim of weakened stomach, kidneys, liver, bowels, or bladder; the person with the shattered nervous system and suffering from Paralysis, Epilepsy, Neurasthenia, Insomnia, or Neuralgia, should seek a restoration of health in the electric cure. Don't say, "It might not do me any good." It will do you good if you resort to the right means. It will cure you.

There is a book for free distribution among all readers of this periodical which covers this subject fully. You should not be without it if you are not in possession of perfect health. It tells the cause of weakness and disease, and how a cure can be gained. It describes the most successful remedy known, the "Ajax" Dry-Cell Body Battery. The history of many cases is sent with the book. It costs you nothing to get it. Write at once to

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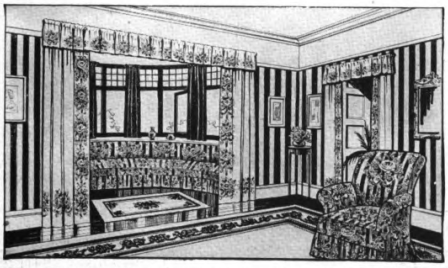
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THE CHRONICLE OF THE CAR.

An Interesting Test Case.

The question of the liability of private individuals and firms for "extraordinary damage" to roads has always been a vexed one since the revolution caused to traffic by the development of motor traction. It is interesting to know, therefore, that the House of Lords is to be asked to settle the law affecting claims for such damage. The case to go to appeal arose out of a claim by the local road authorities of Weston-super-Mare against a firm of motor-vehicle owners for £1750 as damages for extraordinary damage to certain roads. Mr. Justice Eve found for the Council, and assessed the damages at £250; and it is this decision against which the Commercial Motor Users' Association is appealing. There seem to be two definite points which require settlement. The first is whether the change from horse to motor traction for the purposes of identical traffic is to constitute a ground for the establishment of an extraordinary traffic claim. The second is somewhat narrower, affecting as it does the singular case under appeal only. Mr. Justice Eve's judgment is impugned on the ground that the traffic disclosed in the case was in connection with stone-quarrying — an established local industry — and was conducted in a manner precisely similar to that adopted by other road users in the district, while the vehicles employed were suitable for the work, and were neither over-loaded nor over-driven.

As to the particular case in point, the matter obviously cannot be discussed while the appeal to the House of Lords is pending, but it seems to me that, whatever the result may be, it points to the necessity of a complete revision of our methods of highway administration. Clearly, it is the business of every highway authority so to construct and maintain the roads in its jurisdiction that they shall be fit to carry the traffic of the day. Now, it is absurd to argue that every development of road traffic is "extraordinary." If that is to be conceded, then every form of wheeled traffic is extraordinary, from the wheelbarrow to the motor-car, since the only locomotion recognised by Nature is walking. At some time or other each type of wheeled traffic has caused extraordinary damage to the roads or tracks of the time, and, if it had been called upon to make good that damage at its own proper cost and charge, traffic would never have developed at all. Of course, the real point of view is that all developments in traffic are for the good of the community, and if the community accepts them it should provide the necessary facilities out of a general fund. It should not be left to the individual to pay charges that are properly a universal matter.



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Our photograph shows the handsome motor ambulance presented to the Red Cross Society by the employees of the well-known Austin Motor Company.

Highways should be Nationalised.

This question of the liability of the individual to pay for what the law calls extraordinary damage directs attention to the whole problem of the highways. As I have already indicated, roads must be made suitable to carry the normal traffic of the day. Agreed that it is unjust to ask local authorities to expend large sums out of their own funds to construct and maintain roads which are largely used—and damaged—by through traffic, it is clear that such roads should be a charge on the Imperial Exchequer. It is just as clear, too, that no differential taxation can in justice be imposed on a form of traction which is in reality what may be called the traffic of the day. Motor traffic is no longer pleasure traffic. On the contrary, we are looking to it for the solution of the great transport problems that are crying for attention and which must engage us as soon as the end of the war leaves us with leisure to attend to them. Manifestly, the reorganisation of transport will be to the benefit of the whole community, and it thus logically follows that the community must shoulder the responsibility of paying for that benefit. That is to say, the main roads must be nationalised—as, indeed, they are in most other countries—and be placed under the control of a new department of State analogous to the French Ministry of Ways and Communications. It has got to be done ultimately, and we might just as well undertake it as one of the essential works of post-war reconstruction.

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The question has been put as to whether a doctor desiring to use his car for the purposes of his practice requires a permit for its working. The answer is that all he requires is a licence from the Petrol Control Department allowing him to purchase so much petrol a month. Of course, he must pay the usual licence and registration fees, as he has always done; and his car cannot be used for any other purpose than the strictly legitimate work of his practice. If he has, for example, a few gallons of petrol left over from his monthly allowance, he is not at liberty to use it for pleasure.

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OUR own exclusive designs. Made in our own workrooms from rich quality Silk materials, and adapted from the latest Paris models.



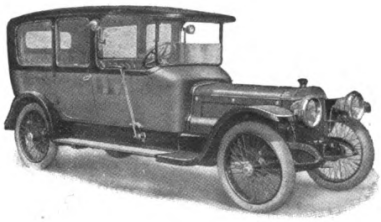
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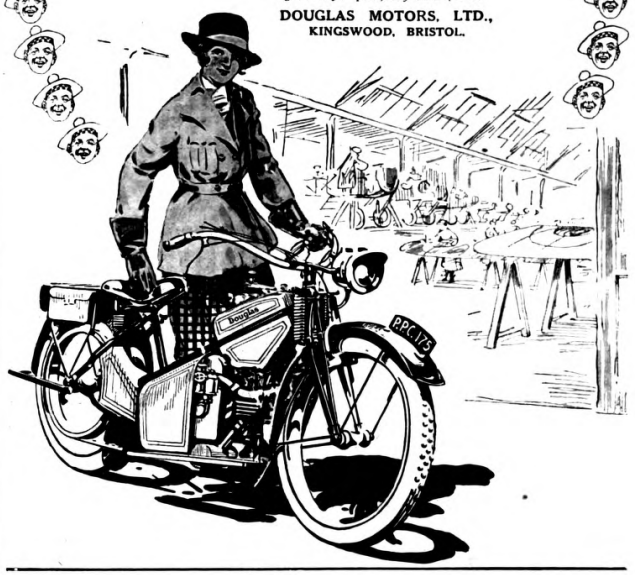
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PRINCES' Restaurant Chef praises Goodall's Egg Powder.

WHETHER your kitchen is a tiny one in the suburbs or a sumptuous one like they have at Princes', whether you use your own home recipes or the special ones we are providing in this series of announcements, you will find Goodall's Egg Powder a tremendous help. It enables you to use one third the usual eggs (or even none at all), and still get almost pre-war results.



M. di Marco's RECIPE:

A Good Home Cake.

1 lb. flour, 4 ozs. sugar or honey, 4 ozs. margarine or dripping, 1 dessertspoonful of Goodall's Egg Powder, 1 rind of a lemon chopped very fine.

Beat the margarine and sugar to a cream, then add flour and Goodall's Egg Powder and lemon rind. Mix with milk or water to a stiff batter and bake in a moderate oven for one hour. For this cake no baking powder is required, and none is wanted where Goodall's Egg Powder is used.

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M. di MARCO writes:

Until I made the acquaintance of Goodall's Egg Powder, I did not know that such a perfect substitute for eggs could be obtained and used, and I must admit that I have been very agreeably surprised with the complete success of your excellent preparation.

It really fulfils exactly the culinary needs for which eggs are employed, and this is true equally of ordinary and fancy pastries, cakes of all natures, and likewise pancakes and omelettes.

May I ask your acceptance of an original recipe which I have created, and in which Goodall's Egg Powder has been solely used in the place of eggs. This will show you how practical and valuable I consider your Egg substitute.

Yours sincerely,
(*Signed*) **HENRI DI MARCO,**
Chef Garde Mangers, Princes' Restaurant, Piccadilly.

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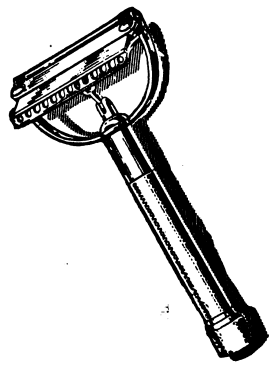
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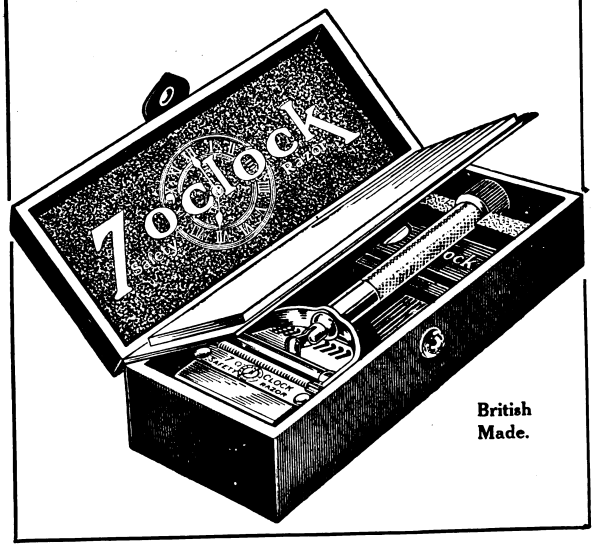
He will tell you that in spite of its low price there is no greater favourite in all ranks of the Navy and the Army than this compact and well-finished safety razor. In view of the severe conditions of shaving in trench, camp, and on shipboard, this is high praise indeed.

It opens flat and packs very close in a handsome and durable case. It can be quickly stropped and easily cleaned, and its blades are very keen and of the finest steel. Each set contains heavily silver-plated razor complete in handsome case with strop in hinged partition and six finest lancet steel blades (as illustrated), and the price is 10/6.

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British Made.

The Ideal Beauty

What it is, and How to Possess it.

By "ESTELLE."

DO you know what it is like to read a novel—one that begins with a heroine whose charms are not enumerated, but whose personality and environment seem to have some resemblance to your own? And then, on page four or five, to find something of this sort: "Her (the heroine's) hair rippled in soft, shining waves round her delicately tinted face. She had one of those peach-like skins that never seem to roughen or to burn. Her eyes were hidden at the moment under long, silken lashes, but a dimple hovered at the corner of her red mouth, as she pulled a rose to pieces between her white hands"—and so on.

At this point, if you are analytic, you begin to compare this exquisite creature with yourself. With what results? To find that you are hopelessly at a disadvantage, and that you are lucky if you can find one point in your looks that can vie with her fictitious charms. The story loses half its interest; you are no longer identified with the heroine.

But has it ever occurred to you that with a little patience and perseverance, that flowery description, with one or two slight alterations, might be applied to YOU?

YOU CAN'T HELP YOUR FEATURES—BUT you can help your skin, your hair, your hands—and that is something. Look carefully at the description of your heroine. Nothing is said about her features, unless you count a dimple as a feature. Let us be systematic.

Her hair is described as "rippling in shining waves."

YOUR HAIR WOULD BE JUST AS PRETTY if you would shampoo your hair with stallax instead of that common soap or manufactured "wash" that you are ruining it with at present. If, owing to your unkind treatment, it is thin and inclined to split at the ends, you should try this simple home recipe. One package boranium, obtained from any chemist, mixed with ½ pint bay rum. Boranium possesses wonderful properties of renewing the strength, beauty, and natural colour of the hair. "Perhaps," you say, "this is all very well." Admitted that these preparations make the hair thick and glossy, how can anything but nature, or hot irons, produce "rippling waves"? Have you never heard of silmerine?

A little liquid silmerine applied on the hair before going to bed and brushed out in the morning, will transform your straight locks into the most bewitching tight curls or fascinating "kinks," according to the amount used and your individual tastes.

To return to our heroine. "How can I ever accomplish a peach-like skin," you ask in despair, "and having secured it, how render it impervious to roughness and sunburn? No, it is too much." Nevertheless, there is much TRUTH IN OLD PROVERBS, and when you so glibly quote "Beauty is but skin deep," do you realise that you are stating a solid, undeniable fact—one on which a whole philosophy of beauty has been based?

Below a skin that may be blotched, roughened, and discoloured, is a complexion as clear and as fresh as a little child's. But how remove the ugly outer layer, the pores of which are clogged with waste matter? The skin is a delicate fabric, and no force must be used. Mercolised wax, which contains oxygen, will, if applied like ordinary cold cream, invisibly absorb the ugly outer cuticle, leaving the lovely new skin in all its glory.

To protect this delicate skin from the devastating effects of wind and weather, bathe the face and neck with a little cleminite dissolved in water, which will form the lightest of films over the complexion, at the same time giving it the much-coveted "peach-like bloom."

As to the long, silky lashes, a little mennaline rubbed into the roots of the lashes with the tips of the fingers before going to bed will work wonders. If your hands are not as white as you would wish, a little lemon juice will remove bad stains, and bicrolium jelly will take away all redness and chapping.

A week or two of this treatment will make that description applicable to you. If you sit and pull a rose to pieces, any critical observer will have time to notice charms in you which attract immediate attention, and which will bear the closest scrutiny.

THE ILLUSTRATED LONDON NEWS

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GENERAL BADOGLIO: ITALIAN CHIEF OF STAFF.
It was General Badoglio whom the Austrian General von Weber asked for the armistice conditions. He signed the armistice, at Padua.



THE DUKE OF AOSTA.
In the earlier part of November 4, the Duke of Aosta was advancing rapidly, at the head of his unconquered 3rd Army.



THE KING OF ITALY, SUPREME LEADER OF THE ITALIAN ARMY.
As General Diaz put it, the war against Austria-Hungary was under the high guidance of the King of Italy—Supreme Leader.



GENERAL DIAZ, THE ITALIAN COMMANDER-IN-CHIEF.
General Diaz stated, at four o'clock on November 4, that hostilities were suspended as from 3 p.m. on that day.

THE ARMISTICE WITH AUSTRIA-HUNGARY: ITALIAN LEADERS IN THE GREAT DECIDING BATTLE.

On the evening of October 30 last, the Austrian General von Weber and party approached the Italian trenches, under the white flag, and presented his credentials. Next day the party were driven to the Villa Giusti, near General Diaz's headquarters, and on the Sunday General Badoglio drove to the villa, and General von Weber informed him that he had come to ask the conditions upon which an armistice would be granted. Within an hour, a message was handed to General von Weber, and telegrams were exchanged with Versailles. During the afternoon the details of the conditions were received from Signor Orlando, the Italian Prime Minister, and given to General von Weber.

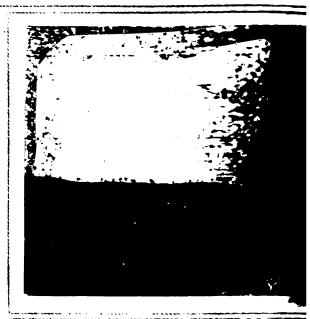
PHOTOGRAPHS BY TRAMPUS, GUIGONI, BOSSI, MORANO, PISCUELLI, AND RECORD PRESS.

THE ARMISTICE WITH AUSTRIA-HUNGARY: VICTORS

PHOTOGRAPHS BY SIGNAL CORPS, A.E.F.; FRENCH O



THE UNITED STATES: AMERICAN TROOPS AT SMOKE-CLOUD MANŒUVRES IN ITALY.



ITALY: OBSE



ITALY: INFANTRY ON THE MARCH TO RELIEVE FRONT-LINE TROOPS.



GENERAL GRAZIANI, COMMANDING THE FRENCH TROO
ON THE ITALIAN FRONT.



GREAT BRITAIN: A BATTERY IN ACTION ON THE ITALIAN FRONT.



ITALY: INFANTR

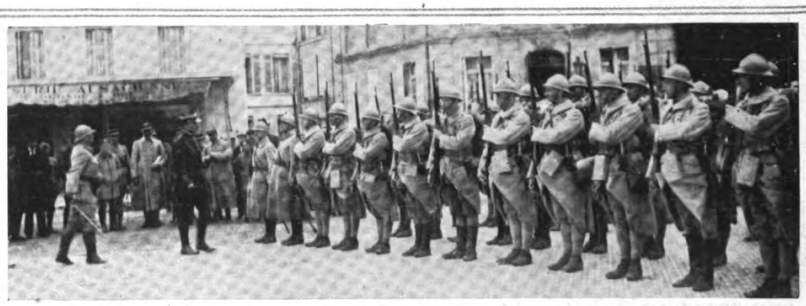
In an Italian official communiqué dated November 4, midday, it was said: "The gigantic battle engaged on the 24th of last October, in which 51 Italian divisions, 3 British, 2 French, 1 Czecho-Slovak, and 1 American regiment participated, against 63 Austro-Hungarian divisions, is ended. . . . The Austro-Hungarian Army is destroyed. It suffered very heavy losses in the fierce resistance of the first days of the struggle and in the pursuit. It has lost an immense quantity of material of all kinds, and nearly all its stores and depôts. It has left in our

E GREAT BATTLE OF OCTOBER 24—NOVEMBER 4.

TE; ITALIAN OFFICIAL; AND BRITISH OFFICIAL.



)RK.



CZECHO-SLOVAKS: A DETACHMENT DRAWN UP FOR INSPECTION.



GENERAL LORD CAVAN, COMMANDING TENTH ARMY (ITALIAN AND BRITISH) ON THE ITALIAN FRONT.



FRANCE: FRENCH TROOPS ON THE MARCH IN ITALY.



TRENCH-MAKING.



GREAT BRITAIN: INFANTRY AND MACHINE-GUNNERS ON THE ITALIAN FRONT.

ds about 300,000 prisoners with commands complete, and not fewer than 5000 guns. Those left of that which was one of the most powerful armies in the world are in disorder and out hope, returning along the valleys from which they descended with haughty assurance." General Lord Cavan, commander of the British forces on the Italian front, was in mand of the 10th Army (of Italians and British). Mr. Lloyd George announced the armistice conditions in the House on November 5.

THE ARMISTICE WITH AUSTRIA: MEN OF THE OLD AND NEW RÉGIMES.



PROFESSOR MASARYK.
President of the new Czecho-Slovak Republic.



DR. VICTOR ADLER.
The Socialist Foreign Minister of German-Austrian Government at Vienna.



COUNT BATTHYANY.
Minister of the Interior in the new Hungarian Cabinet.



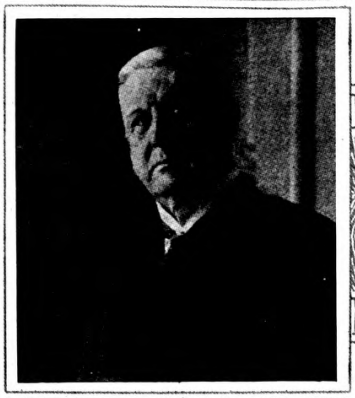
THE LATE COUNT STEPHEN TISZA.
Ex-Premier of Hungary; recently assassinated.



GENERAL VON WEBER.
Who signed the armistice, at Padua, on behalf of Austria-Hungary.



COUNT JULIUS ANDRASSY.
Late Foreign Minister at Vienna, who recently resigned.



DR. ALEXANDER WEKERLE.
Late Premier of Hungary; reported to have been arrested.



COUNT MICHAEL KAROLYI.
Premier and (provisional) Foreign Minister in the Hungarian People's Government.



COUNT BURIAN.
Formerly Foreign Minister at Vienna.

In the present transitional state of affairs in Austria-Hungary, it is difficult to define exactly the positions occupied by the various political leaders. In the case of those whose portraits are given here, we have stated the latest facts known about them at the moment of writing, but changes may, of course, occur in the near future. It was stated on November 5 that Count Michael Karolyi, the head of the new people's Government in Hungary, had resigned the Presidency of the National Council as being incompatible with the Premiership, and that, besides being Premier, he would undertake provisionally the duties of Foreign Minister. —— General von Weber, an Austrian corps commander, headed a group of officers who on the evening of Wednesday, October 30, approached the Italian lines under a white flag to ask for an armistice. They were taken to a villa near General Diaz's headquarters, and were there interviewed by General Badoglio, the Italian Chief of Staff. The armistice was signed at Padua by General Badoglio and General von Weber.

THE ARMISTICE WITH AUSTRIA: "THE LAST OF GERMANY'S PROPS."

PHOTOGRAPHS BY SPORT AND GENERAL, RECORD PRESS, TOPICAL, AND OFFICIAL.



THE CALL TO ARMS IN AUGUST 1914: AUSTRIAN RESERVISTS BEING ENROLLED AT THE AUSTRIAN CONSULATE.



WAR FEVER IN VIENNA IN AUGUST 1914: AUSTRIAN RESERVISTS MARCHING THROUGH THE STREETS.



THE BEGINNING OF THE END: AUSTRIAN PRISONERS CAPTURED BY THE ITALIANS PASSING ON THE MARCH FRESH BODIES OF ITALIAN TROOPS READY TO GO INTO ACTION.



SOME OF MANY THOUSANDS IN THE HANDS OF THE ITALIANS: AUSTRIAN PRISONERS ATTENDING MASS.



RECENTLY CAPTURED BY BRITISH TROOPS ON THE ITALIAN FRONT: A GROUP OF AUSTRIAN PRISONERS.

On November 3 the Press Bureau announced: "A telephone message has been received from the Prime Minister in Paris to say that the news has just come in that Austria-Hungary, the last of Germany's props, has gone out of the war. An armistice was signed by General Diaz this afternoon and is to come into operation to-morrow (Monday) at 3 o'clock." It may be recalled that Austria-Hungary began hostilities by declaring war against Serbia on July 28, 1914. France declared war on Austria-Hungary on August 10 following. During the recent great offensive by the Italian and British troops on the Piave front, begun on October 24, the total captures by the Allies were 300,000 prisoners and 5000 guns. On November 1, it may be added, the Serbians recovered from the Austrians their capital, Belgrade.

THE ARMISTICE WITH THE AUSTRIAN EMPIRE: TERRITORIA



WITH THE DEFEATED AUSTRIANS: A PRISONER ON THE ITALIAN FRONT.



THE TERRITORIAL MODIFICATIONS OF AUSTRIA FROM 1740 TO 1797.



WITH THE DEFEATED AUSTRIANS: CAVALRY.



WITH THE DEFEATED AUSTRIAN



TERRITORIAL AUSTRIA BETWEEN 1815 AND 1914.



WITH THE DEFEATED AUSTRIAN

Austria-Hungary began the War on July 28-29, 1914. On Sunday, November 3, it was announced from Downing Street that a telephone message had been received from Mr. Lloyd George, in Paris, to say that the news had just come in that Austria-Hungary had gone out of the war, that an armistice had been signed that afternoon by General Diaz, the Italian Commander-in-Chief in the Field, and that it would come into operation at 3 o'clock on the Monday. The Austrian official report, dated Vienna, Sunday, November 3, said: "In the Italian Theatre of war our troops have ceased hostilities on the basis of an armistice which has been concluded. The publication of the conditions will be issued separately.—Chief of the General Staff." An Italian semi-official message denied that hostilities had ceased, and stated that, under the armistice, they would cease at 3 p.m. on November 4. Before the war, Austria-Hungary had

CHANGES FROM 1740 TO 1914; AND THE RAMSHACKLE EMPIRE.



GAINS AND LOSSES OF THE HAPSBURG EMPIRE FROM 1800-1815.



WITH THE DEFEATED AUSTRIANS: A PRISONER ON THE ITALIAN FRONT.



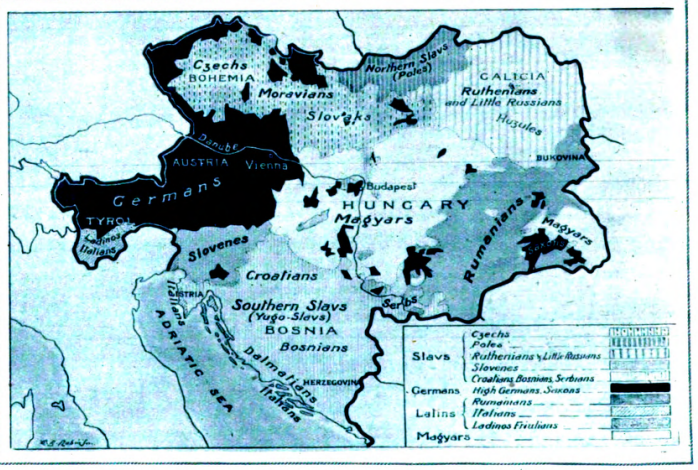
MOUNTAIN-GUN BATTERY.



WITH THE DEFEATED AUSTRIANS: AT A MACHINE-GUN POST.



N AN ARTILLERY POSITION.



THE PEOPLES OF THE NOW DISMEMBERED AUSTRIAN EMPIRE.

some 261,000 square miles of territory, and a population of 52,000,000. During the last few days, the Empire has broken up. Bohemia, Moravia, and part of Hungary have become the Czecho-Slovak Republic; Bosnia, Croatia, Slavonia, and part of Hungary have become part of the Yugo-Slav State which has joined Serbia; Central Hungary has become a separate Republic; south-eastern Hungary is joining Roumania; Austrian Poland (Galicia) is joining Poland; German-Austria has become a separate republic; and Italia Irredenta has been occupied by Italian troops. Further, the Austro-Hungarian Fleet at Pola was taken possession of by the Yugo-Slavs, who have offered to hand it over to representatives of the Allied Navies or the United States Government.

THE ARMISTICE WITH AUSTRIA: THE EMPEROR AND EMPRESS.



WITH HIS "FRIEND" THE KAISER: THE EMPEROR KARL.



MAKING HIMSELF POPULAR: THE EMPEROR KARL AND A PEASANT GIRL.



THE EMPEROR KARL AS KING OF HUNGARY.



WITH FERDINAND, THE "FOX," OF BULGARIA: THE EMPEROR KARL.



THE EMPRESS ZITA AS QUEEN OF HUNGARY.



RIDING TO THE CORONATION MOUND AT BUDAPEST: THE EMPEROR KARL AS KING OF HUNGARY.

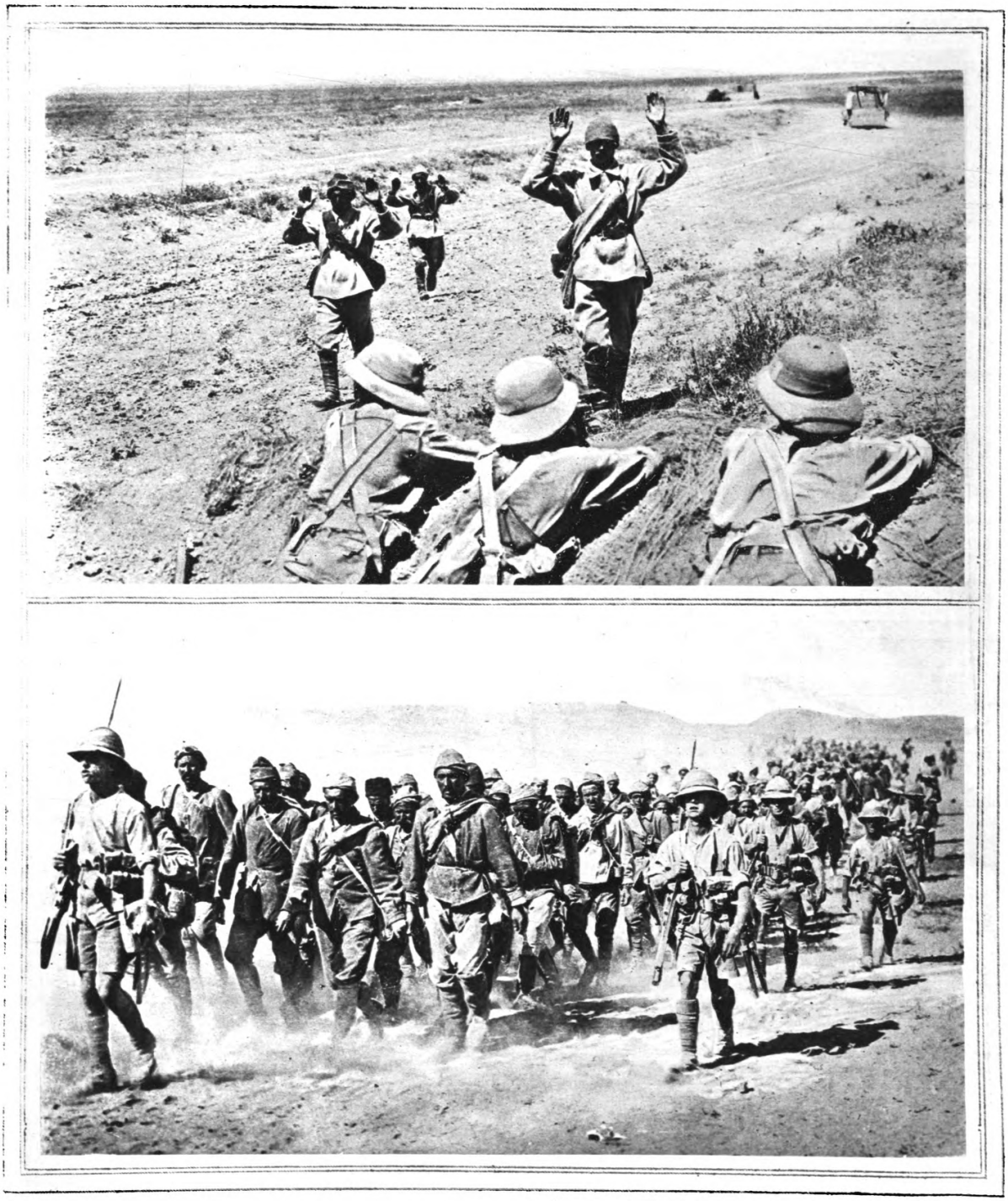


WITH HIS MOTHER'S BROTHER: THE EMPEROR KARL DRIVING WITH THE KING OF SAXONY.

The Emperor Karl of Austria, who is a grand-nephew of the late Emperor Francis Joseph, was born in August 1887. His father, the late Archduke Otto, was a younger brother of the Archduke Francis Ferdinand, whose assassination at Sarajevo, in 1914, led to the Great War. His mother is a sister of the King of Saxony. In 1911 he married Princess Zita, daughter of the late Duke Robert of Parma. He represented the late Emperor at the Coronation of King George. The Emperor Francis Joseph, it may be recalled, died on November 21, 1916. The Emperor Karl was crowned King of Hungary, in Budapest, on December 30, 1916. On this occasion, ascending the historic Coronation Mound, he waved the sword of St. Stephen towards the four quarters of the globe, to symbolise that he would protect his realm against all foes!

The Surrender of Turkey.

"25.—Hostilities between the Allies and Turkey shall cease from noon (local time) on Thursday, October 31, 1918."



DEFEATED: TURKS SURRENDERING AND ON THE WAY TO INTERNMENT.

Turkey's surrender is due to the splendid work done by the forces—British and Indian and Overseas—under General Sir E. H. H. Allenby, commanding the Egyptian Expeditionary Forces operating in Palestine and Syria, and under General Sir W. R. Marshall, commanding the Mesopotamian Expeditionary Force. Nor must the Navy be forgotten: it has supported magnificently, and without its powerful aid the British and Indian Armies in the East would not now be conquerors. In the armistice there is the following condition *re* British and Turkish prisoners: "All Allied prisoners of war and Armenian interned persons and prisoners to be collected in Constantinople and handed over unconditionally to the Allies. . . . Turkish prisoners to be kept at the disposal of the Allied Powers."

THE SURRENDER OF TURKEY: THE SULTAN AND FALLEN LEADERS.

PHOTOGRAPHS BY E.N.A.



FALLEN WAR MINISTER—AND EVIL GENIUS: THE NOTORIOUS ENVER PASHA—WITH THE GERMAN MARSHAL VON MACKENSEN.



THE RULER OF THE OTTOMAN EMPIRE, WHICH HAS SURRENDERED TO THE ALLIES: THE SULTAN OF TURKEY.



FALLEN GRAND VIZIER—AND EVIL GENIUS: TALAAT PASHA, WHOSE GOVERNMENT RESIGNED EARLY IN OCTOBER.

It was reported on October 10 that Talaat Pasha, the Turkish Grand Vizier, and Enver Pasha, the Turkish Minister of War, always notoriously pro-German, had resigned; and on the 13th a Constantinople telegram said that Izzet Pasha was the new Grand Vizier and Minister of War. It is significant that when the new Cabinet made its first appearance in the Chamber of Deputies, Izzet Pasha said: "The organism of the Fatherland, which has during the past eight years suffered from all kinds of disturbances . . . and has sustained many shocks, at last needs repose." The Sultan of Turkey was proclaimed on July 4. He succeeded Mohammed V. He was born in Constantinople in January 1861.

THE SURRENDER OF TURKEY: BRITISH LEADERS; AND THE ARMISTICE.



THE COMMANDER OF THE BRITISH EXPEDITIONARY FORCE IN MESOPOTAMIA: GENERAL SIR W. R. MARSHALL.



THE COMMANDER OF THE BRITISH EXPEDITIONARY FORCE IN PALESTINE AND SYRIA: GENERAL SIR EDMUND H. H. ALLENBY.



SIGNER, ON BEHALF OF THE ALLIES, OF THE ARMISTICE: VICE-ADMIRAL SIR SOMERSET GOUGH CALTHORPE.

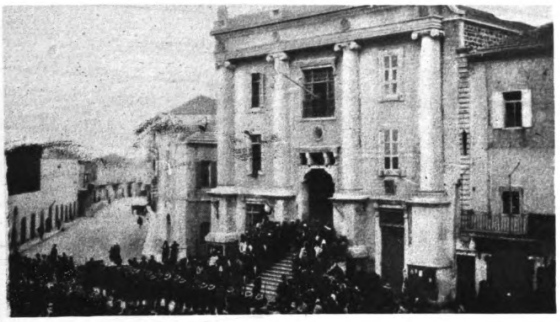


LIBERATED, TO INFORM ADMIRAL CALTHORPE THAT THE TURKS DESIRED AN ARMISTICE: GENERAL SIR C. V. F. TOWNSHEND.

On October 31 it was announced in Parliament: "Some days ago General Townshend was liberated in order to inform the British Admiral in Command in the Ægean that the Turkish Government asked that negotiations should be opened immediately for an armistice between Turkey and the Allies. . . . The Turkish Plenipotentiaries arrived at Mudros early this week. An armistice was signed by Vice-Admiral Calthorpe, on behalf of the Allied Governments, last night, and came into operation at noon to-day. It will be recalled that General Townshend put up an exceedingly gallant defence of Kut, but had to surrender before the relief force could arrive, and became a prisoner of the Turks.

THE SURRENDER OF TURKEY: FAMOUS PLACES IN T

PHOTOGRAPHS SUPPLIED BY TOPICAL, E.N.A., UNDERWO



CAPTURED DURING THE PALESTINE ADVANCE: JAFFA—HOISTING THE UNION JACK AT THE TOWN HALL.



OCCUPIED BY GENERAL ALLENBY'S FORCES ON OCTOBER 26: ALEPPO A GENERAL VIEW FROM THE OLD FORTRESS.



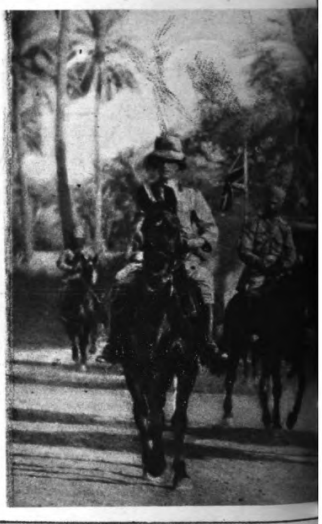
THE SCENE OF TWO BATTLES DURING THE ADVANCE ON JERUSALEM: BRITISH TRENCHES ON THE GAZA FRONT.



OCCUPIED DURING THE DAMASCUS ADVANCE: NAZARETH—A COLUM OF AUSTRALIAN LIGHT HORSE ENTERING THE TOWN.



OCCUPIED BY THE BRITISH AND ARAB FORCES ON OCTOBER 1: DAMASCUS—A COLUMN OF AUSTRALIAN LIGHT HORSE ENTERING A SQUARE.



THE CAPTURE OF BAGHDAD IN MARCH SIR STANLEY M

As the surrender of Turkey has been the result of the two victorious British campaigns in Palestine and Mesopotamia, it is interesting to glance here at some of the famous places whi have been the centres of great events during those operations. Since the armistice was granted to the Turks, the King has sent messages of congratulation to the two British leade Regarding the crowning victory in Palestine, at Aleppo, he said to General Allenby: "I wish to express my admiration for the spirit and endurance of the troops under your command. . .

OTTOMAN EMPIRE CONCERNED IN OUR CAMPAIGNS.

UNDERWOOD, SPORT AND GENERAL, DUNN, AND BRITISH OFFICIAL.



NEAR THE SCENE OF THE FINAL BRITISH VICTORY IN MESOPOTAMIA ON OCTOBER 30: MOSUL.



AT A FAMOUS BLACK SEA PORT, OCCUPIED EARLIER IN THE WAR BY THE RUSSIANS': TREBIZOND—ALLIED FLAGS.



THE SCENE OF GENERAL TOWNSHEND'S GALLANT DEFENCE: KUT-EL-AMARA—BUILDINGS DAMAGED BY BOMBARDMENT.



OCCUPIED BY GENERAL ALLENBY'S FORCES ON OCTOBER 6: BEIRUT—A BOMB DROPPING ON THE HARBOUR.



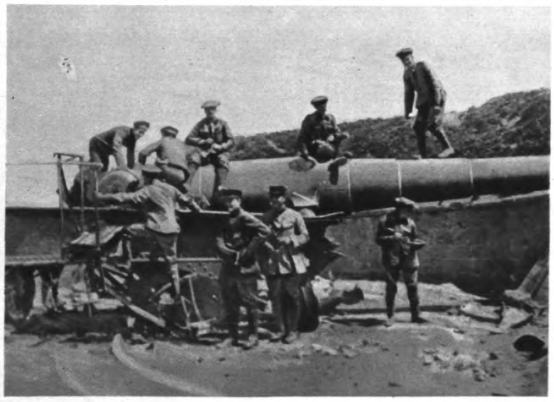
HE VICTORIOUS BRITISH GENERAL, THE LATE IDING THROUGH THE CITY.



THE OCCUPATION OF JERUSALEM IN DECEMBER 1917: THE READING OF THE BRITISH PROCLAMATION FROM THE BASE OF THE TOWER OF DAVID.

Their efforts have been deservedly rewarded by the complete surrender of the Turkish forces. This is a glorious and memorable achievement." To General Sir W. R. Marshall his Majesty said: "I am delighted to hear that you have finished the campaign in Mesopotamia by the capture of the entire Turkish force on the Tigris with its commander. In congratulating you and all ranks on this success, I wish to record my grateful appreciation of the part played by the Mesopotamian Expeditionary Force in the complete capitulation of the Turkish Army."

THE SURRENDER OF TURKEY: "I—OPENING OF DARDANELLES



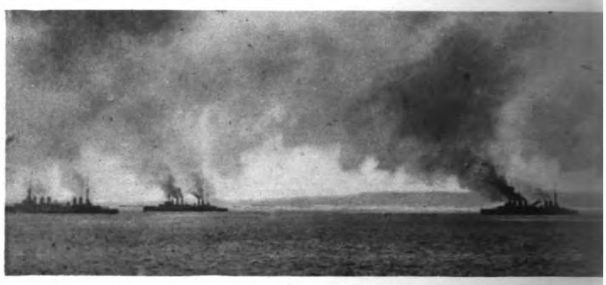
AFTER "THE MOST TERRIBLE OF ALL THE LANDINGS ON THE GALLIPOLI PENINSULA": ALLIED SOLDIERS ON A TURKISH GUN AT CAPE HELLES (1915).



BUILT BY MUHAMMAD II. IN 1452; THE FORT OF RUMELI HISSAR, ON THE BOSPORUS.



WHERE MACHINE-GUNS IN THE TOWERS CHECKED THE BRITISH: IN THE OLD CASTLE OF SEDDUL-BAHR: WITH A SHATTERED GUN-CARRIAGE (1915).



OFF THE ENTRANCE TO THE DARDANELLES DURING THE BOMBARDMENT



THE MOST DISCUSSED OF ALL TH



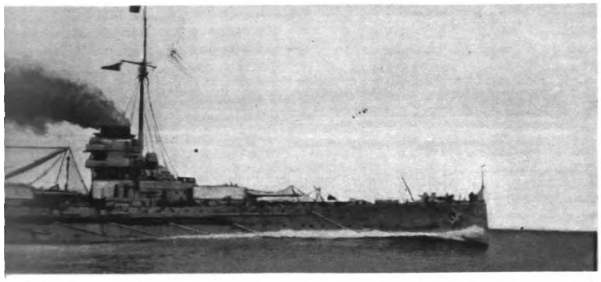
BY THE TERMS OF THE ARMISTICE, TO BE OPENED TO THE STRAITS OF THE DARDANELLES.

In the text of the conditions of the armistice with Turkey, it is written: "Opening of Dardanelles and Bosporus and access to the Black Sea. Allied occupation of Dardanelles and Bosporus forts. Positions of all mine-fields, torpedo-tubes, and other obstructions in Turkish waters to be indicated, and assistance given to sweep or move them as may be required. All available information as to mines in the Black Sea to be communicated. . ." It will be recalled that, in 1915, our attempts to force the Straits, first by sea-power alone, and later by sea and land-power, failed—as numerous previous historical attempts had failed. As the "Mail" had it the other day: "As soon as the Dardanelles and Bosporus have been cleared, the whole of the Black Sea will be open to the Allies, and they will have direct sea routes to Roumania, to Southern Russia, and to the Caucasus. The effect of this on the food situation will be very great. Southern Russia

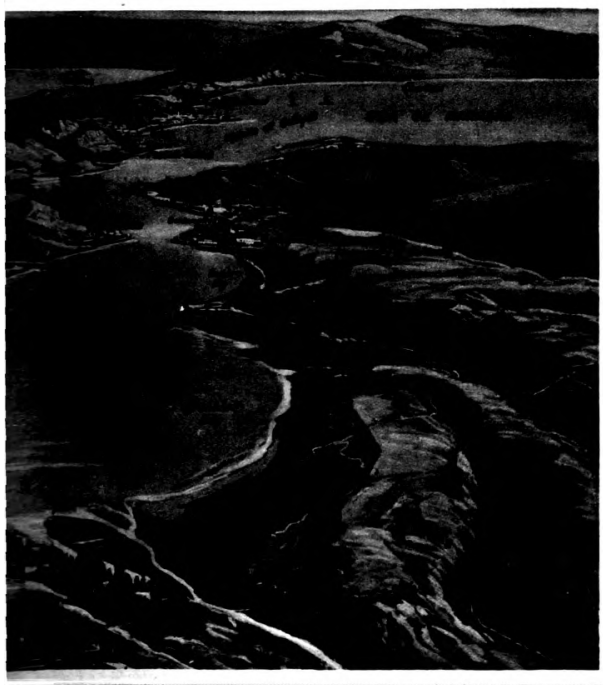
AND BOSPORUS, AND ACCESS TO THE BLACK SEA."



OF THE FORTS IN 1915: BRITISH AND FRENCH CRUISERS.



ENEMY WAR-SHIPS: THE "GOEBEN."



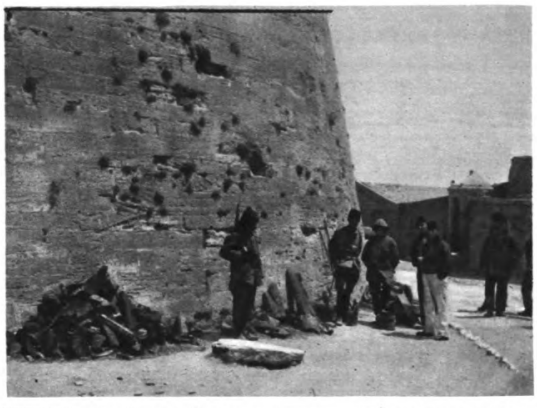
LIES, GIVING ACCESS TO THE BLACK SEA: THE HISTORIC PICTORIAL MAP.



AN OLD FORT ON THE EUROPEAN SIDE OF THE NARROWS: AT KILID-BAHR (1915)—WITH TURKISH MARINES AND STONE CANNON-BALLS.



THE TURKO-GERMAN DARDANELLES TYPE OF BARBED-WIRE ENTANGLEMENT: A WIRE-FORTIFIED POSITION NEAR SEDDUL-BAHR (1915).



RELICS OF BRITISH BOMBARDMENT: FRAGMENTS OF OUR SHELL PICKED UP AT KILID-BAHR FORT, ON THE EUROPEAN SIDE OF THE NARROWS.

om time immemorial has been the granary of Europe. The Southern Russian peasants have hidden their corn and refused to sell to Germany." Further, let us quote Mr. Arthur Pollen, in e "Observer": "The surrender of the Dardanelles and Bosporus forts, and, of course, the torpedo-stations and all Turkish war-vessels . . . all these have one object. . . . They mean that the estern Allies intend to make sea contact with Odessa, Sevastopol, Batoum, and Trebizond. They intend to control sea access to Bulgaria through Varna, and to Roumania through the mouths the Danube, and they intend, if necessary, to bring military aid to the southern provinces of what once was Russia. . . . With the British Fleet in command of the Black Sea, and the nnection with the Mediterranean in our control, the Allies must become dominating factors of all the Balkan States, of the Ukraine, of the Caucasus and of Turkey in Asia Minor."

THE SURRENDER OF TURKEY: "THE OPENING OF THE BOSPORUS."



THE WATERWAY INTO THE BLACK SEA: SHIPPING IN THE BOSPORUS.



CONSTANTINOPLE ACROSS THE BOSPORUS: A DISTANT VIEW FROM THE ASIATIC SIDE.



MENTIONED IN THE FIRST CLAUSE OF THE ARMISTICE GRANTED TO TURKEY: THE BOSPORUS—A GENERAL VIEW, LOOKING TOWARDS THE BLACK SEA, FROM THE HILL ABOVE SCUTARI, ON THE ASIATIC SHORE.



ON THE ASIATIC SIDE OF THE BOSPORUS: THE RAILWAY STATION AT HAIDAR PASHA.



TYPICAL TURKISH RIVER CRAFT: CAIQUES ON THE SHORES OF THE BOSPORUS.

The first clause in the terms of the armistice granted to Turkey on her surrender provides for "the opening of the Dardanelles and Bosporus and access to the Black Sea," and also for "Allied occupation of Dardanelles and Bosporus forts." The second clause runs: "Positions of all mine-fields, torpedo-tubes, and other obstructions in Turkish waters to be indicated, and assistance given to sweep or remove them as may be required." In the right-hand photograph at the top, Constantinople is seen in the distance across the Bosporus from the Asiatic shore. Among the points of interest (from left to right) visible in the background are: Stamboul, St. Sophia, the tower of the War Office, the Mosque of Sultan Selim, the Galata Tower (centre), and the German Embassy (towards the right). In the large central photograph, the building in the centre on the nearer (Asiatic) shore is the Beylerbey Palace, originally built for the visit of the Empress Eugénie, and later occupied by the ex-Sultan Abdul Hamid. Just above the left end of the Palace on the further (European) shore is Arnoutkeui Point, and, on the hill above, the American College. Further to the right are the towers of Rumeli Hissar, opposite Candili Point.

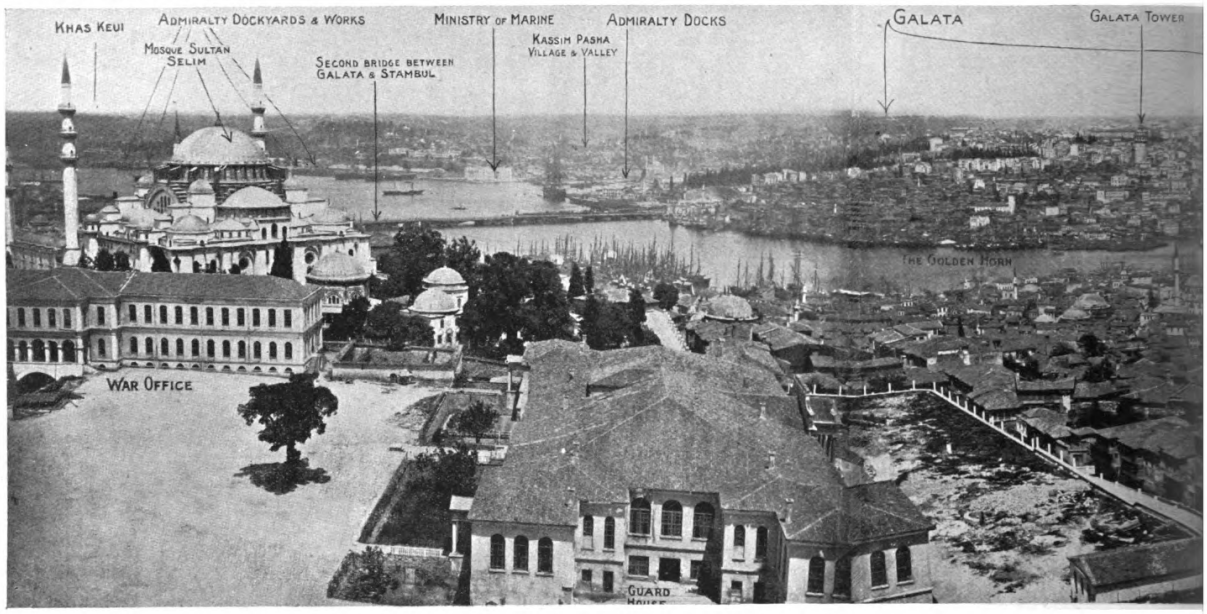


MARSHAL FOCH,

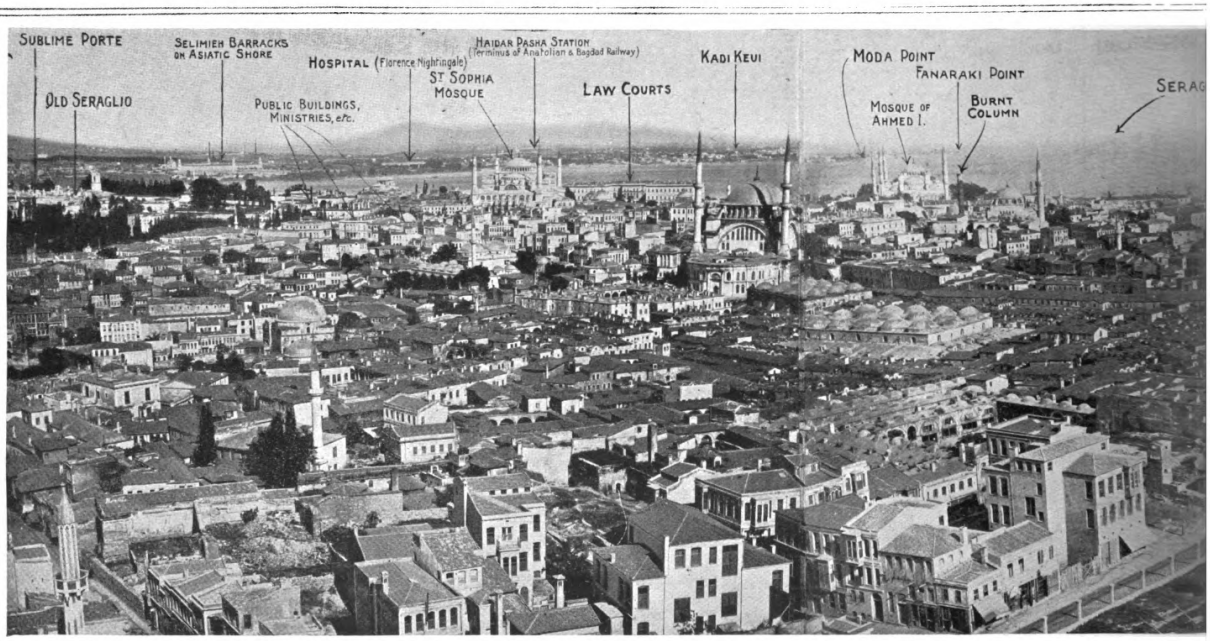
Commander-in-Chief of the Allied Forces on the Western Front.

FROM THE PAINTING BY LUCIEN JONAS.

THE SURRENDER OF TURKEY: CONSTANTINOPLE



FROM HASKEUI TO THE MOSQUE OF SULTAN



FROM THE SUBLIME PORTE TO S. SOPHIA MOSQ

CONSTANTINOPLE—A GENERAL PANORAMIC VIEW FROM THE TOWER OF THE WAR DOWN THE GOLDEN HORN, AND TO THE

On August 10, 1914, the "Goeben" and "Breslau" reached the Dardanelles and were "bought" by Turkey. On November 5 of the same year Great Britain declared war on Turkey. The Allies' naval bombardment of the Dardanelles began on February 25, 1915; on April 25 came the first landing, at Cape Helles and Anzac Cove; on December 19 came the withdrawal from Anzac Cove and Suvla Bay; on January 9, 1916, the evacuation of Gallipoli was completed. At noon (local time) on Thursday, October 31, 1918, hostilities between the Allies and defeated Turkey ceased. It should be noted that the Foreign Office has authorised the state-

To form a complete panorama, the left end of the lower photo

IE HISTORIC CAPITAL—A PANORAMIC VIEW.



THE GOLDEN HORN, AND THE BOSPORUS.



AGLIO POINT, AND THE SEA OF MARMORA.

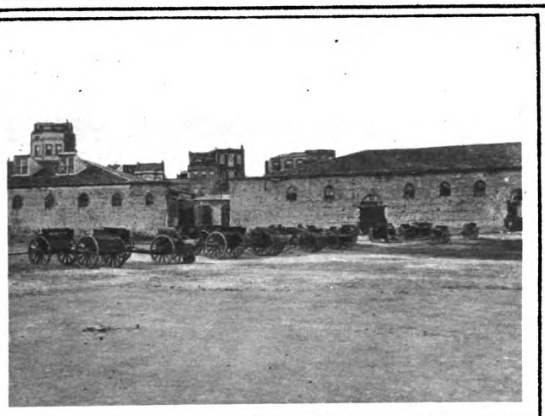
IN STAMBOUL; LOOKING NORTHWARDS UP THE BOSPORUS, TO THE WESTWARD WARD INTO THE SEA OF MARMORA.

nt that there is no truth in the suggestion that there is any secret political agreement annexed to the armistice with Turkey. . . . There are no special ms with regard to Constantinople or elsewhere. The positions to be occupied by the Allied troops in no case determine the future boundaries of Turkey. For it ould be remembered that only armistice terms are being discussed at Versailles, and that no final discussion of peace terms is in progress. During the war — and fore Constantinople was saturated with German intrigue and influence.

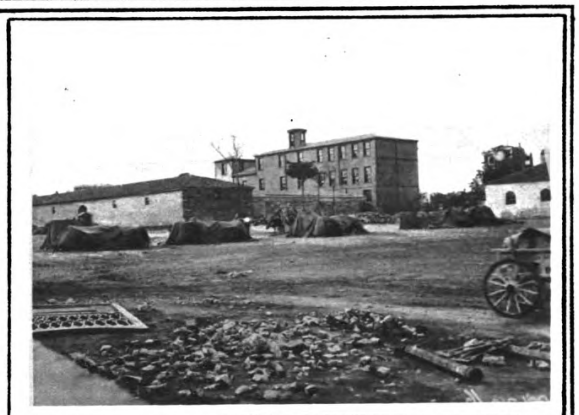
be placed against the right end of the upper photograph.


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THE SURRENDER OF TURKEY: GLIMPSES OF CONSTANTINOPLE.



CONSTANTINOPLE AS A TURKISH MILITARY CENTRE: ONE OF THE BARRACKS.



ONE OF THE TURKISH BARRACKS AT CONSTANTINOPLE: ANOTHER VIEW.



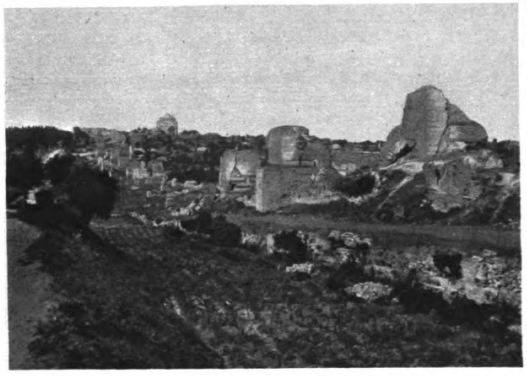
CONVERTED FROM A CHURCH TO A MOSQUE IN 1453: ST. SOPHIA.



KNOWN AS "THE BRIDGE OF ALL NATIONS": THE GALATA BRIDGE.



A GIFT FROM THE KAISER: A FOUNTAIN COMMEMORATING HIS VISIT.



STORMED BY THE TURKS ON MAY 29, 1453: RUINS OF THE ANCIENT WALLS OF CONSTANTINOPLE.



AT THE GALATA QUAY: THE "REGELE CAROL I.," ONE OF THE ROUMANIAN MAIL-BOATS.

The history of Constantinople goes back for over 2500 years, to the year 658 B.C., when Megarian colonists founded the ancient Byzantium. In A.D. 196 Byzantium was taken and destroyed by the Roman Emperor Severus, who rebuilt it under the name of Antonina. In A.D. 330 Constantine built the great city to which he gave his name, and made it the capital of the Roman Empire in the East. It withstood the attacks of many invaders, until the Turks stormed the walls on May 29, 1453, when Constantine XI., the last Emperor of the East, fell in the breach. Muhammad II., the Turkish conqueror, then converted St. Sophia and other Christian churches into mosques, and Constantinople became the capital of the Turkish Empire. Modern Constantinople is divided into three parts—Stamboul (on the site of Constantine's city, south of the Golden Horn), Galata, the business quarter, and Pera, the diplomatic quarter. The Galata Bridge, connecting Galata and Stamboul, is noted for its cosmopolitan character.

THE SURRENDER OF TURKEY: "IMMEDIATE DEMOBILISATION (



GERMAN TRANSPORT FOR TURKISH ARTILLERYMEN AND PIECES.



TURKISH CAVALRY ON THE MARCH ON THE SALONIKA FRONT.



TURKISH INFANTRYMEN ON THE MARCH IN DAMASCUS.



TURKISH ARTILLERY *EN ROUTE* FOR THE SYRIAN CAMPAIGN.



TYPICAL TURKISH INFANTRY, IN FIGHTING-KIT.



TURKISH TROOPS RESTING NEAR

With regard to Turkey's armed forces, the conditions of the armistice with Turkey include the following: Immediate demobilisation of the Turkish Army, except for such troops as are required for the surveillance of the frontiers and for the maintenance of internal order. Number of effectives and their disposition to be determined later by the Allies, after consultation with the Turkish Government. Immediate withdrawal of Turkish troops from North-West Persia to behind the pre-war frontier. Part of Trans-Caucasia has already been ordered to

E TURKISH ARMY . . . THE SURRENDER OF ALL GARRISONS."



TURKISH INFANTRY IN WAR-KIT, AT DRILL.



CAMELS OF THE TURKISH RED CRESCENT IN THE EGYPT CAMPAIGN.



ISH ARTILLERYMEN IN THEIR FIGHTING-KIT ; WITH "ENVER" HELMETS.



TURKISH MILITARY CADETS ON THE MARCH IN DAMASCUS.



Y STATION AT JERUSALEM.



TYPICAL TURKISH ARTILLERY ON THE MARCH.

acuated by Turkish troops ; the remainder to be evacuated if required by the Allies. The surrender of all garrisons in the Hedjaz, Asir, Yemen, Syria, and Mesopotamia. The awal of troops from Cilicia. The surrender of all Turkish officers in Tripolitania and Cyrenaica, to the nearest Italian garrison. All Germans and Austrians, naval, military, and n, to be evacuated from Turkish dominions. Obligation on the part of Turkey to cease all relations with the Central Powers.

THE SURRENDER OF TURKEY: DEFEATED TURKISH AND GERMAN LEADERS.



IZZET PASHA, TURKISH GRAND VIZIER, WHOSE GOVERNMENT ASKED FOR THE ARMISTICE BETWEEN TURKEY AND THE ALLIES.



RIFAAT PASHA, TURKISH FOREIGN MINISTER IN THE GOVERNMENT WHICH ASKED FOR THE ARMISTICE.



ISMAIL HAKKI PASHA, WHO SURRENDERED TO THE BRITISH ARMY IN MESOPOTAMIA, SOUTH OF MOSUL.



GENERAL LIMAN VON SANDERS, THE GERMAN COMMANDING TURKS IN SYRIA, DEFEATED AT ALEPPO.

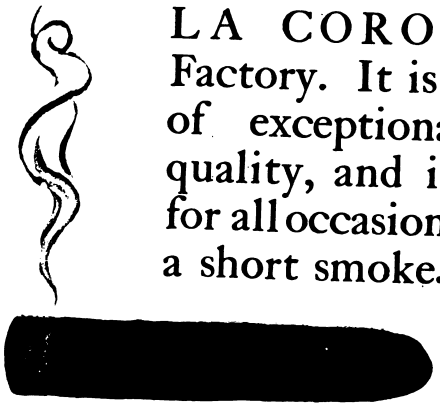
Izzet Pasha succeeded Talaat Pasha as Turkish Grand Vizier when, as he himself put it, Turkey "needed repose." Rifaat Pasha became Foreign Minister at the same time. The final touch was put to the victorious progress of the British Expeditionary Force in Mesopotamia by the surrender of Ismail Hakki Pasha and his whole force of over 7000 men on October 30, south of Mosul. General Liman von Sanders was in command in Syria, and had some 12,000 men to oppose the British south of Aleppo. Aleppo was occupied on the morning of October 26, nevertheless. Aleppo is the fifth city of the Turkish Empire in size, and is a striking type of a purely Oriental city.

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Other sizes of LA CORONA Cigars are LA CORONA *Corona*, LA CORONA *Bouquet*, LA CORONA *Petit Duc Extra*.

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The Havana Cigar and Tobacco Factories, Ltd. (Successors to Alvarez Lopez & Co.), will take immediate proceedings against all persons selling, in response to orders for LA CORONA Cigars or CORONA Cigars, or LA CORONA *Corona* Cigars, or CORONA-*Corona* Cigars, any cigars that are not genuine LA CORONA Brand Cigars of the Company's manufacture. Please communicate to me any attempt to pass off other cigars as LA CORONA or CORONA or CORONA-*Corona* cigars.

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CAROLINA, and PEDRO MURIAS.

NOTICE TO THE TRADE.

Owing to shipping difficulties Cigar Stocks are low. If you have a good stock of LA CORONA Cigars and will advise me, I shall be pleased to refer to your customers who have difficulty in finding them.

LADIES' NEWS.

THE effect of the so-called emancipation of women in royal circles is that our Princesses speak more in public than has ever been the case before. It is a distinct gain, because they speak simply and to the point. Last week, Princess Christian said heartfelt words of sympathy with the work of Shadwell East London Hospital for Children; Princess Louise, Duchess of Argyll, spoke splendidly of the noble service of our Matrons in Chief at home and from Overseas, and of those under them; Princess Patricia of Connaught, at Countess Grosvenor's house, spoke in praise of the work done by the Order of St. John of Jerusalem in England. In times gone by royal ladies performed their public duties in silence, or at the most uttering only a formal sentence. The new way is by far more interesting, and more helpful to the causes in question. Also it is worthy of notice that such words are few and clearly enunciated.



DEFYING THE ELEMENTS: A MODEL BURBERRY.

This Burberry weatherproof (Model No. A.1005) is a perfect example of the distinction and charm which characterise all Burberry designs. It is made in the world-renowned Burberry materials, which are unequalled for security against rain, wind, and cold, combined with natural ventilation.

Panne is the favoured fabric for hats. It has a right to the position because of its becomingness. The latest *chapeaux* have draped crowns and swathed brims, and many are quite without trimming. Others are wide of brim and fairly high of crown, and are trimmed with bands of fur or of embroidery, and with little rosettes of tissue flowers. Toques are quite in vogue again, in friendly rivalry with hats. These are also of panne and fur, and are brimless. Sometimes they are of brocade and fur. With the scanty skirt, they give a better *ensemble* than hats—which, if at all large, upset the sense of balance in a costume. Later on, when handsome and rich furs are worn in the cape-like fashion which will be approved, hats will balance perfectly. At present the slim effect, with the shins clad in silken hose, is the smartest of the smart. It is, of course, a fashion very susceptible to the exaggeration which slays.

Men and women are developing the good comrade scheme which has been encouraged by men placing us on a level with themselves in electoral opportunities. We even share our interests in shopping when it is at a house that caters so successfully for both sexes as Burberrys' beautiful big place in the Haymarket. First of all, our men see their womenkind fitted out with a thoroughly workmanlike kit, albeit also thoroughly smart. From heels to head we are inducted into styleful and becoming weatherproof garments; indeed, the hats are specially attractive, and go with the coats and skirts, and overcoats. Then the women reciprocate, and go shopping with their men on that side, and revel in giving advice as to trench coats, warm gloves, woollies, etc.; and receive instruction as to the points about uniforms that have to be regarded as were the laws of the Medes and Persians. Burberrys is neutral country of the most fascinating for the sexes, because the clothes for both—and both love clothes—are so very satisfactorily provided.

The Duchess of Portland had a tea and meeting at her beautiful house in Grosvenor Square last week, in connection with a jubilee effort for the Children's East London Hospital at Shadwell. Princess Christian presided; and Mrs. Luke Paget, wife of the Bishop of Stepney, spoke of the work and needs of the hospital. Miss Lilian Braithwaite told how to organise and help a matinée that is to take place on the 25th inst. at the New Theatre in aid of the hospital. The Queen has promised to be present, and has chosen "The Chinese Puzzle" as the play for the occasion. It was significant of the times that the tall Duchess flitted about among her guests, pouring out tea, and asking them to look after themselves as there were so few servants, and to take saccharine as she could not offer them sugar. She is busy now about Lady Victoria's wedding, which is to be in Welbeck Abbey Chapel on the 25th. The hospital in question does a great work by the little ones of a crowded, poor, and not too sanitary neighbourhood. Mrs. Sargon, at 199, Piccadilly, will be grateful for all offers of help for it.

There are a good many ways by which witful women can evade the discomforts of coal and gas shortage. A particularly successful one the war has taught us; it is camouflage. Make your rooms look comfortable and luxurious, and they will be so, with the permissible assistance of quite a small fire and an allowable amount of light. A liberal education on this comfort camouflage is instilled by a visit to Williamson and Coles, High Street, Clapham. They have not deserted the Home Beautiful, for which their reputation is so great, but have added to it rooms cosy and comfortable. Beautiful, warm, rich-coloured, heavy rep curtains; thick rugs; carpets cosy in colour and in feeling; eiderdowns, warm and light; blankets; such wall decorations as are easily lighted up; chairs which keep away all draughts, and are so well stuffed and substantially covered as to be heat-retainers—in dozens of ways is camouflaged comfort thus provided. Going into such rooms brings a glow of comfort which they are camouflaged to create and retain.



A SIMPLE DINNER DRESS.

It is made of azalea pink charmeuse and has lace sleeves. In order to have that touch of embroidery without which no garment is complete nowadays, it has a spray of flowers of various tones of blue embroidered on the bodice.

Major Stewart Menzies, Life Guards, who is soon to be married to Lady Avice Sackville, is the elder of the two sons of Lady Holford, wife of that handsome soldier-

[Continued overleaf.



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"Here's a Cameron! You'll have *no* excuse now for not writing me." The Cameron Safety Self-Filler makes letter-writing a pleasure. When empty there's no filler to hunt for, no special ink-bottle to find. Just dip into any ink-bottle and press the bars, and your Cameron is ready for immediate and efficient service.

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A DOCTOR *writes*:

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Continued.]

courtier, Lieutenant-Colonel Sir George Holford, who was eighteen years a favourite Equerry of King Edward, and is now one of Queen Alexandra. His father, who built Dorchester House and made the collection of paintings for which it is reputed, was accounted in his time the richest commoner of England. Things have altered since then, but Sir George is a wealthy man. At Westonbirt, his country place, he was before the war a great grower of orchids. These valuable things are now kept in abeyance, as it were, the cost of getting them to flower being too great in war time. Dorchester House upper floors have long been in use as a hospital for officers which Lady Holford administers. Lady Avice Sackville is the young Earl De La Warr's sister; he is in his nineteenth year. She is a niece of Earl Brassey, and her only sister is the wife of a Life Guardsman, Captain D. Euan Wallace. She has been a consistent worker in hospital since war broke out.



WIFE OF A NEW KNIGHT: LADY NORTHEY.

We give a new and charming portrait of Lady Northey, whose husband, Major-General E. Northey, C.B., has just been made a Knight Commander of the Order of St. Michael and St. George.—[*Photograph by Elliott and Fry.*]

Queen Alexandra, in sending grapes from Sandringham to the luncheon given by a body of representative working women to the Matrons-in-Chief of her Imperial Military and of Overseas Nursing Services at the Trocadero last Wednesday, regretted, through the Hon. Charlotte Knollys, that her wish to send the flowers for the tables could not be fulfilled, as there were few at Sandringham and those all outdoor. Hot-houses were kept going only for fruit, and so her Majesty sent grapes for the luncheon. That the attention was appreciated keenly goes without saying. The luncheon was a great success; and as a tribute from other women of light and leading was keenly appreciated by Dame Ethel Becher, Matron-in-Chief, the Matron-in-Chief in France, and those of the Territorial, Canadian, and New Zealand Nursing Services. Women are just as capable of generous appreciation of the fine qualities of members of their own sex as men are of men's capabilities and services. The idea of this tribute rose with Miss M. F. Billington, who acted as honorary secretary—who is, of course, a representative of what is best in women's journalism, and is President of the Society of Lady Journalists. The committee represented all branches of women's services and of women's departments in public work. Mrs. Massy Lyon, lady editor of the *Queen*, was in the chair; and Mrs. Humphry Ward wrote the address of appreciation. The King sent roses, and these, with the grapes from Queen Alexandra, were sent to the Hospital for Imperial Nursing Services in Vincent Square.

We are anticipating Christmas this year more in the real spirit of the occasion than for four years past. Harrods have prepared great pleasures for children in a Toy Fair. In it is a log cabin for them to play in; there is competition for them in Lots Building Bricks and Dometo Building Bricks; there are large aeroplanes, swing-boats, singing birds in cages, and many other delights; a part of the Fair is occupied by the very latest toys from the Lord Roberts Memorial Workshops. The Fair is now in full swing, and the daily demonstrations in it of many mechanical toys and Primus engineering sets are interesting girls and boys; while for the latter there is a shooting range. A toy of toys that is a speciality of the Fair is a large stuffed elephant with steering gear. There are many of these—unless there are very many they will soon go; competition for them is sure to be keen. Harrods' Christmas Catalogue will be out this month—is probably out now. It is a book of inspiration in the matter of gifts, and will be sent to any of my readers who want it for this practical purpose. For some weeks to come the way to Harrods will be the way of happiness.



AN ACTIVE WAR-WORKER: THE COUNTESS OF CARRICK.

The Countess of Carrick is the wife of Major the Earl of Carrick, A.S.C., D.A.A.G., formerly Controller of the Household to the Lord Lieutenant of Ireland. With her two beautiful young daughters, Lady Rosamond and Lady June Butler, she has done much work for benevolent objects since the commencement of the War.—[*Photograph by Hugh Cecil.*]

Skirts are distinctly of a war-saving character. They are hobbled again—not now at the ankles, from which they have vanished away, but at the knees, which they clear by a few inches only. Women just back from Paris with quite the latest were at first a little shy of adventuring themselves in the streets in these scanty skirts. However, they were acclaimed smart because their wearers' reputation in that respect is great; and now they are getting every day more numerous. Possibly out of fear of the 'flu, which is too much with us, thicker stockings are being worn. They are of silk, and the shoes are, of course, very natty indeed. Many of these skirts, short as they are, are finished with wide hems of embroidery in effective designs done in wool on tweed, or in silk on charmeuse or velours. This does not cut the figure unbecomingly.—A.E.L.

Harrods
Jewelled Brooches



B 62/39



B 101/16



B 128/23



B 47/14



B 86/31



B 74/9

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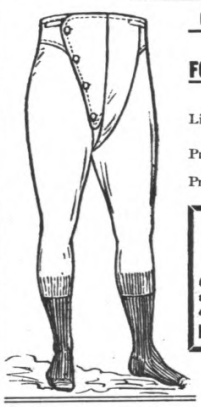
	£ s. d
B 62/39.—*Pearl set in Gold and Palladium*	3 3 0
B 101/16.—*Pearls and Diamonds set in Gold and Palladium*	4 4 0
B 128/23.—*Diamond set in Gold and Palladium* ...	5 17 6
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CHAMOIS LEATHER UNDERCLOTHING FOR ACTIVE SERVICE WEAR.

Light, Very Warm, and Comfortable.

Price .. { Knicker / Drawers } .. 35/-

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Officers proceeding abroad with the above will find everything they require in our **MILITARY SHOWROOMS**



CHAMOIS LEATHER WAISTCOATS.

These garments are very light in weight, yet most comfortable to wear, giving great warmth.

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Also made with woollen lining through body and sleeves. **An Ideal Garment for Winter Campaigning.** Price **47/6.**

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We supply complete CAMP KITS or separate articles. Write for Prices.

THE "FLANDERS" WAISTCOAT.

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A most comfortable garment for wear on Active Service. Can be worn open or buttoned up. Tan leather back and front, and long sleeves of soft windproof Moleskin. Warmly lined. Price **42/-** Post Free U.K.



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REAL TURTLE SOUP

Delicious Real Turtle Soup
Made in a Moment.

A CUP of hot Turtlekon is a feast for an epicure—each little cube—ample for one person — provides in a highly concentrated form all the rich nourishment and incomparable flavour of the meat of finest West India Turtles.

Simply pour boiling water on the cube and Turtlekon is ready in an instant—a direct saving of both time and fuel. Your war-time luncheon or dinner party will become luxurious if you serve Turtlekon as a first course. Try a cup as a mid-morning "stand-by," or as a light evening meal with toast, you will find it as delicious as it is nourishing, and as satisfying as it is economical.

Of all High-Class Grocers and Stores or direct from

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FOOD PRODUCTS

MADE IN Delectaland
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THE WATFORD MFG. CO., LTD.
Managing Director—G. HAVINDEN.
Boisseliers (Boy-sel-e-a) Chocolates, Vi-Cocoa, and Freemans Food Products.
DELECTALAND, WATFORD, ENGLAND.

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Princess Eugenie Cristoforos-Palœologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Ge . R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states: "I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off-my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brilliantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims's Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

TATCHO
The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.

THE TATCHO HAIR HEALTH BRUSH FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, has set aside for trial purposes 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes, the latest scientific achievement in hair-brush construction. The cost of this unique brush is 5/6, but one will be sent free when six bottles of Tatcho are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that this preparation is made according to the formula recommended by me."

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere.
1/3 and 4/6.

THE WORLD OF FLIGHT:

WEATHER AND AIR WORK.

By C. G. GREY, Editor of "The Aeroplane."

THERE is no doubt about it. People do not read the official communiqués from G.H.Q. in France with sufficient care. If they had done so there would have been less surprise at the long period which elapsed between that famous "moonless" raid in March last and the moonlight raid in May when seven German bombers were brought down in one night. That was the last raid of 1918—up to the present—and, including crashes on landing, it cost the Germans ten machines out of twenty; so evidently it has seemed to them that the game was not worth the candle since then. Nevertheless, the weather question is still interesting.

Obviously, it would be wrong to discuss in detail the weather of the past months, for the painstaking German bases many operations besides air raids on the weather; and it is well, therefore, to prevent the Hun meteorologist from learning about our weather that has passed as well as preventing him from knowing what our weather is at the moment. The science of weather forecasting is now becoming fairly exact, and, as this science is based on the careful compilation of detailed information from all over the globe, it is well to keep the facts concerning our own corner of the world away from the Hun compilers, especially when one considers that, owing to the peculiar position of the British Isles in the Gulf Stream, our weather has a strong influence on the weather all over Western Europe. It may have been noticed that the usual weather reports disappeared from the papers many months ago. Their loss must seriously hinder the enemy in forecasting the weather, and his operations must be hampered to some extent thereby. The enemy has full command of all meteorological information from the North Sea to the Arctic Circle and to the Black Sea, so that he is not likely to be caught short by any weather change coming from the East; but as the big changes come in from the Atlantic it is important to keep him guessing. For instance, if the German artillery are piling in gas shell preparatory to a big infantry attack, and a kindly east wind is driving that gas well over the British lines, so that the German troops can mass for the attack close up to the gassed area, it is a trifle disconcerting if the wind suddenly changes and blows all the gas back over their own men. Similarly, if a big bombing raid were organised on London with a steady east wind, so as to help the heavily loaded bombers to reach their objective as quickly as possible while compelled by their loads to fly low, it would upset arrangements quite a good deal if the machines were to run unexpectedly into heavy fog or thunder storms, or even into a strong west wind which would slow their speed over the ground and make them an easy mark for searchlights and guns. This, one hopes, will make clear the importance of keeping weather information away from the Hun. Nevertheless, one may, perhaps, be permitted to hint that during some of the past moonlight periods there were nights on which it seemed that the weather was favourable for enemy air raiders.



WIND AND WEATHER REPORTS FOR THE BRITISH ARMIES ON THE WESTERN FRONT: FILLING BALLOONS USED TO TEST THE STRENGTH AND DIRECTION OF THE WIND.—[*Official Photograph.*]



WIND AND WEATHER REPORTS FOR THE BRITISH ARMIES ON THE WESTERN FRONT: RECORDING THE MOVEMENTS OF A BALLOON RELEASED TO GET THE STRENGTH AND DIRECTION OF THE WIND.—[*Official Photograph.*]

Yet those who took the trouble to read the communiqués from G.H.Q. were able to go to sleep in peace without making preparations for a midnight uprising, for day after day during the spells of fine weather in this country one read that night bombing at the front was impossible owing to fog or rain. And those who know the quality of the British bombing squadrons in France and Flanders knew excellently well that, if the weather was bad enough to keep them on the ground, it was a great deal too bad for any German bombers to start from Belgium.

[*Continued overleaf.*

URODONAL

dissolves uric acid.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping.

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms; the least exertion produces exhaustion, and they become irritable, worried and melancholic.

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the **TEMPORAL ARTERY.**

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the École Supérieure des Sciences d'Alger."—DR. J. L. S. BOTAL.

URODONAL, prices **5s.** and **12s.** Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, **5/6** and **12·6** from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

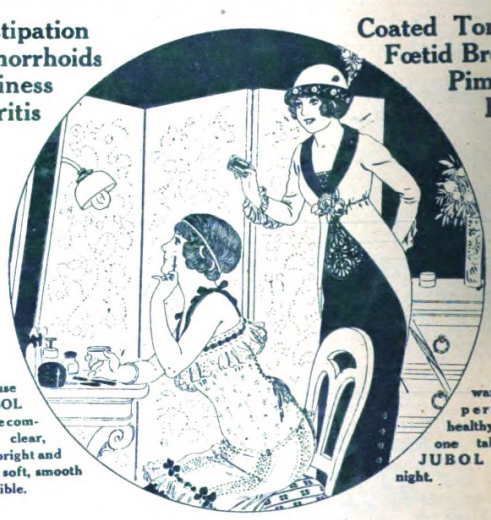
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JUBOL

CLEARS THE COMPLEXION.

Constipation
Hæmorrhoids
Giddiness
Enteritis

Coated Tongue
Fœtid Breath
Pimples
Boils



The regular use of JUBOL keeps the complexion clear, the eye bright and the skin soft, smooth and flexible.

If you want to be perfectly healthy, take one tablet of JUBOL every night.

"You would not need to use cosmetics to 'improve' your complexion if you followed my example and took JUBOL every night."

MEDICAL OPINION:

Sufferers from ECZEMA should bear in mind the fact that JUBOL has almost entirely superseded the use of ordinary purgatives and laxatives, owing to the regularity, constancy and unvarying action of this medicament. No matter how stubborn the condition of constipation, or how irritated the intestine may be, JUBOL is always well tolerated.

G. LÉGEROT,
Late Professor of General and Compared Physiology at the "École Supérieure des Sciences d'Alger."

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Why catch their Influenza?

YOU need not! Just carry Formamint with you and suck these delicious tablets whenever you are in danger of being infected by other people.

"Suck at least four or five a day"—so says Dr. Hopkirk in his standard work "Influenza"—for "in Formamint we possess the best means of preventing the infective processes which, if neglected, may lead to serious complications."

Seeing that such complications often lead to Pneumonia, Bronchitis, and other dangerous diseases, it is surely worth while to protect yourself by this safe, certain, and inexpensive means. Protect the children, too, for their delicate little organisms are very exposed to germ-attack. Be careful, however, not to confuse Formamint with so-called formalin tablets, but see that it bears the name of the sole manufacturers: Genatosan, Ltd. (British Purchasers of Sanatogen Co.), 12, Chenies Street, London, W.C. 1. (Chairman: The Viscountess Rhondda.)

"Attack the germs before they attack you!"

Though genuine Formamint is scarce your chemist can still obtain it for you at the pre-war price—2/2 per bottle. Order it to-day.

Formamint

THE GERM KILLING THROAT TABLET

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TAMBORINA

The Beautiful Lawn for Beautiful Lingerie.

You may use TAMBORINA for frocks, blouses or underwear, and although so dainty, it will always return from the laundry with colour as fresh and texture as supple as when new.

It is so very soft that sewing is a continual and very real pleasure. It is 42 inches wide, and the price is 1/11½ per yard, and there are twelve colours. The word TAMBORINA is always on the selvedge.

May we forward you a pattern?

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Safety Dept. Manchester

Controlled — Because Vital

ALL the vital things of life are controlled—and among them Wool—and Wolsey is pure Wool. Wool is as necessary to the nation as bread or coal. To the fighting man exposed to weather hardship it is of the first importance. Army and Navy needs in wool therefore precede civilian requirements. That's the reason Wolsey is so difficult to get.

The Government want wool, and they want all the help that the makers of Wolsey can give in the making of underwear for the troops of Britain and her Allies.



Wolsey

Pure Wool Underwear

If your dealer cannot supply you with Wolsey now — look forward to the wearing of it and the comfort of it in the future.

THE WOLSEY UNDERWEAR CO., LEICESTER.

(Continued.)

If there is any chance of a sight of the ground the British bombers will crash off into the atmosphere quite cheerfully, hoping that the lights necessary to military work at night will show through the fog from below and give them some sort of target. As to what happens afterwards, they trust to the luck of the Flying Services to pull them through. There is generally enough fuss going on along the actual firing line to show them when they are clear of Hun-held territory, and if the fog is too bad for them to find any landmarks at all they apparently subside into the mist, flying as slowly as possible, and hope for the best. Whether they come down in a field or whether they hit a church steeple seems to be largely a matter of luck; but somehow the casualties resulting from these blind landings seem to be remarkably few, considering how many such are made.

The Hun long-distance bomber was, however, rather differently situated. His aerodromes in Belgium were, it seems, even more subject to fog than are the aerodromes in France. Also, his big, heavy Gothas, and the still bigger and heavier Riesenflugzeugs, are not calculated to land lightly when left to themselves. Also they are more costly than are the single-engined British short-distance bombing machines, and are not to be demolished with the light-hearted abandon which characterises the British pilot who has successfully "written off" in small pieces a bombing machine of an obsolescent type.

Thus it was fairly safe to reckon that, when the weather stopped the British night-bombers in France, it was quite certain to stop the German bombers in Belgium. Therefore one advises those who still feel anxious about the imminence of raids to keep an eye on the communiqués.

As regards future possible raids, one may take much satisfaction from the good results achieved by the London Anti-Aircraft Defences on the occasion of the last raid. Ever since the G.O.C. London Aircraft Defence Area and his capable staff took charge there has been remarkable activity in the whole scheme of defence. The staff have the ability to direct operations, and the ability to obtain men and material. The G.O.C. L.A.D.A. has proved his ability to do both. While some papers were jeering at our defences and telling us to go and learn from Paris, the L.A.D.A. staff were quietly working away perfecting their organisation. And, as a matter of fact, Paris has been learning a lot from London. After more than two months' rest between March and May, the Hun raiders came, and all they found was that the L.A.D.A. was just that much better able to deal with them; and one imagines that even then none was less satisfied that our defences are perfect than was the G.O.C. L.A.D.A. himself. Consequently, one is fairly safe in saying that the defences are now better and stronger than ever they were, despite the fact that the Hun is so much further from our coasts.

TRADE Gillette MARK

Clean Fighters



THE millions of big, strong-limbed super-men who are fighting to save Freedom from the attacks of an arrogant enemy, are clean men in every sense of the word—clean fighters—clean of face—clean of action—clean-minded men fighting for clean ideals—fighting to make the world a cleaner place in which to live.

Ten million men who by birth belong to one or other of the Allied Countries are **Gillette** enthusiasts—men who shave every day with **Gillette** razors, not merely because the Army regulations demand clean-shaven faces, but because their own clean ideas favor the razor which gives the maximum of cleanliness in the minimum of time.

The Military authorities of the United States have set the hall-mark of official approval on the safety razor by including it in the American soldier's kit.

That is a decision of more than ordinary significance, the meaning of which must be clear to every man.

You can be quite sure that the American Army Chiefs would not have made this decision had they not been fully satisfied that a safety razor was a real necessity—was a winning factor in the great war.

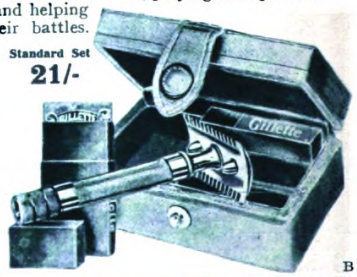
Millions of **Gillettes** are at-the-Front, playing their part with conspicuous success and helping our men to win their battles.

Gillette SAFETY RAZOR
NO STROPPING NO HONING

GILLETTE Standard set, comprising heavily-plated razor, 2 blade boxes and 12 double-edged blades (24 shaving edges), in case, complete, **21/-**.
Pocket Edition Gillette set, in heavily-plated case, also at 21/-.

Write to-day for the new Illustrated Gillette Booklet. It will be posted free on request, Gillette Safety Razor, Ltd., 200, Great Portland Street, London, W. 1.

Standard Set
21/-



B1.

Stephenson's Floor Polish



"Preserves and Polishes."
Linoleum, Oilcloth, Parquetry, Stained Floors, etc.

FOOT'S ADJUSTABLE REST-CHAIR.

THE "BURLINGTON."



AN IDEAL EASY CHAIR THAT CAN BE INSTANTLY CHANGED INTO A SEMI OR FULL LENGTH COUCH.

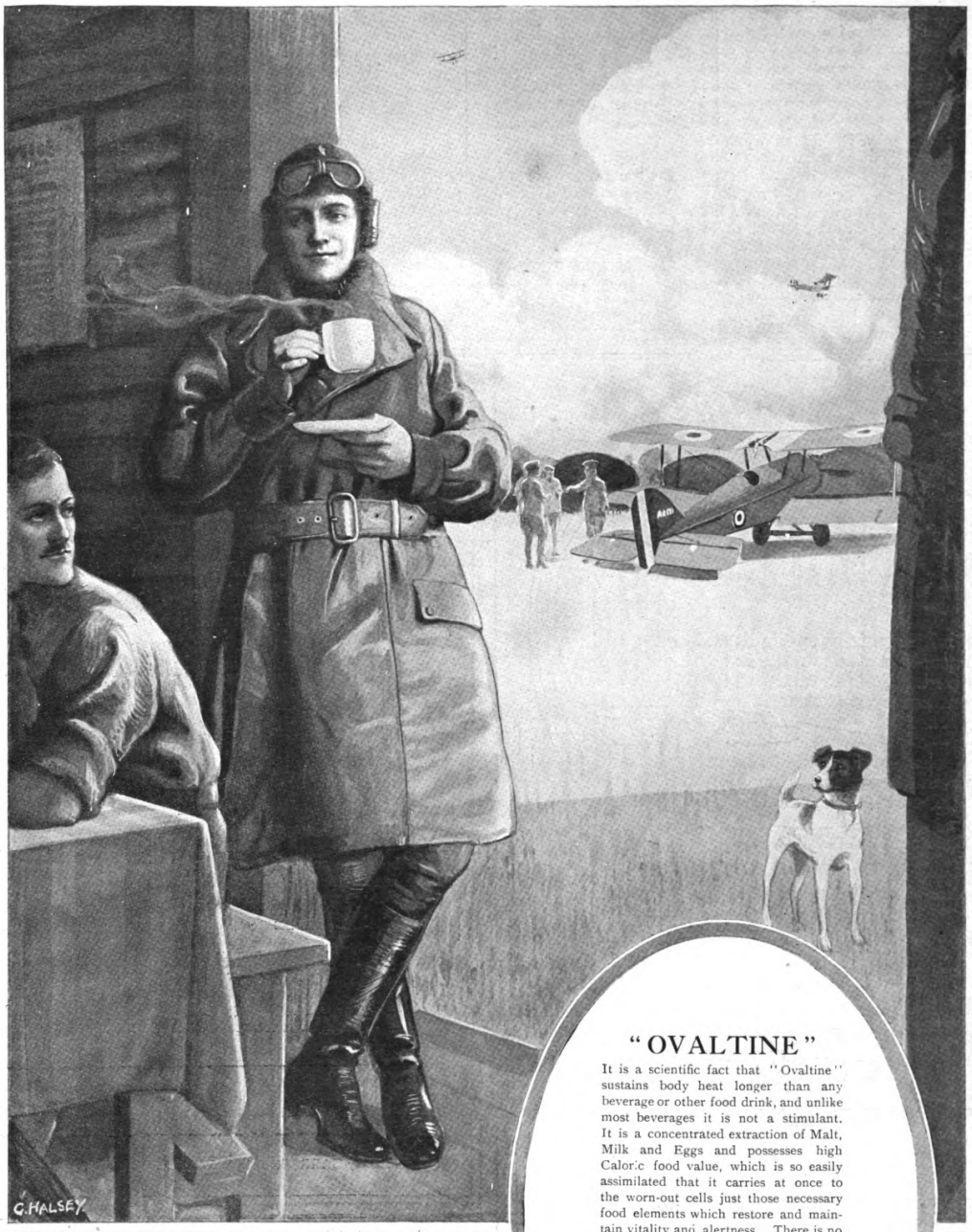
Simply press a button and the back declines or automatically rises to any position. Release the button and the back is instantly locked. The sides open outwards, affording easy access and exit. The Leg Rest is adjustable to various inclinations, and when not in use it slides under the seat.

Automatic Adjustable Back.

(Patented.)

Catalogue C7 of Adjustable Chairs Post Free.

J. FOOT & SON, LTD., 171, NEW BOND STREET, LONDON, W.1.



Nerve Force & Sustenance

Taken just before and after flight nothing can sustain Nerve and Body like a cup of "Ovaltine."

This is the testimony of many flying men and is the opinion of the highest medical authorities in the Air Service.

OVALTINE
TONIC FOOD BEVERAGE

Builds up Brain, Nerve & Body.

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It is a scientific fact that "Ovaltine" sustains body heat longer than any beverage or other food drink, and unlike most beverages it is not a stimulant. It is a concentrated extraction of Malt, Milk and Eggs and possesses high Calorific food value, which is so easily assimilated that it carries at once to the worn-out cells just those necessary food elements which restore and maintain vitality and alertness. There is no fuss or bother in making. Merely stir the crisp golden granules into a cup of hot Milk or Milk and Water. Little or no sugar is required, and condensed milk may be used when fresh milk is not available.

Send a tin of "Ovaltine" to your aviator friend. It will be much appreciated.

OF ALL CHEMISTS AND STORES.

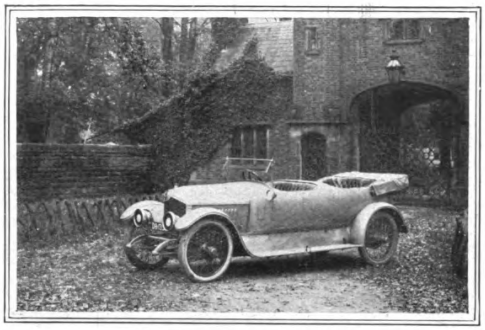
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24, Cowcross Street, London, E.C.1
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THE CHRONICLE OF THE CAR.

No Federated Body.

Apropos the notes that have appeared from time to time in this column, relative to the proposals for a fusion of interests between the R.A.C. and the A.A., I am given to understand that the negotiations have been declared off at the eleventh hour. It appears, if my information is correct, that something like a working arrangement had almost been completed when a split occurred on the question of the name of the federated organisation. The A.A. representatives wanted to adopt the title of "Royal Automobile Associates," and insisted on the point. Obviously, this could not be conceded by the Club, since the title of "Royal" is one granted by the King to the Club itself, and could not, without the Royal assent, be passed on to the new federated body. The compromise title of "R.A.C. Associates" was open to adoption, inasmuch as it is one that has been in use for years in application to the Associate members of the Club; but the A.A. would have none of it, and retired from the discussion. There were other points of difference, but the one I have noted was, I am told, the rock on which the negotiations were wrecked.



AUTUMN LEAVES: A "CROSSLEY" IN CHESHIRE.

The quiet beauty of autumn at Mere Hall, Cheshire, is enhanced in our photograph by contrast with the handsome 25-30-h.p. Crossley car which is seen in the foreground.

I am quite able to appreciate the point of view of the A.A. If it had gone into the arrangement with the title suggested, it would have meant the virtual apparent absorption of the Association, whose name would have disappeared from the list of motoring organisations. But it is quite an open question whether the time has not arrived when these matters of personal dignity have ceased to count. The one question that has to be answered is: Do we want more than one organisation to look after the political and touring interests of the motoring community? Or, would it be better to save money and promote efficiency by putting all our eggs into one basket? For my own part, having watched the duplication of effort and the squandering of resources which duality of existence has caused over a long term of years, I am distinctly of opinion that it is the second of these questions which should receive an affirmative answer. What does the A.A. do that is not

[Continued overleaf.

WATERPROOF.
CHERRY BLOSSOM BOOT POLISH
PRESERVES THE LEATHER.

A little goes a long way.

NOW SELLING AT

4d. per tin BLACK.

4d. & 7½d. per tin BROWN & TONETTE

Chiswick Polish Co., Ltd., Chiswick, W. 4.

From Generation to Generation.

In the year 1867 Craven Mixture was first introduced to the smoker, and the wide appreciation shewn towards its unparalleled quality was immediate proof that it had come to stay.

TO-DAY
the Fame and Quality
of
Craven
MIXTURE
remains unchanged!

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Made by CARRERAS, Ltd., 55, Piccadilly, London, W. 1. Est. 1788.



How much is your saving on Mazda?

Users of Mazda Lamps will always be able to conform in full degree to the Government Lighting Restrictions, as Mazda Lamps ensure the maximum saving in current.

Ask your Electrician for

MAZDA
DRAWN WIRE
Electric Lamps

Obtainable from all Electrical Contractors, Ironmongers and Stores.
THE BRITISH THOMSON-HOUSTON CO., Ltd., Mazda House, 77, Upper Thames St., London, E.C.

For Beautiful Healthful Homes
HALL'S DISTEMPER
The Modern Decoration.
ARTISTIC—DURABLE—ECONOMICAL.

HALLS Distemper is when first applied a thorough disinfectant and germ destroyer. It dries quickly with a soft velvety appearance and gives a hard and cement-like surface which withstands wear.

Address enquiries to the Sole Proprietors and Manufacturers:
SISSONS BROTHERS & Co., Ltd. HULL, Eng.



The Representative British Car

The characteristic qualities of the British nation have never been so strongly portrayed as during the war. Strength, endurance, pluck, and marvellous *capacity* have been shown in sublime degrees. In motordom the Daimler stands for all that is sound in engineering, coupled with the brilliant factor of the Daimler Sleeve-Valve Engine. The superiority of the Daimler Engine has never been challenged.

Daimler

The Daimler Company, Ltd., Coventry.

When the time arrives

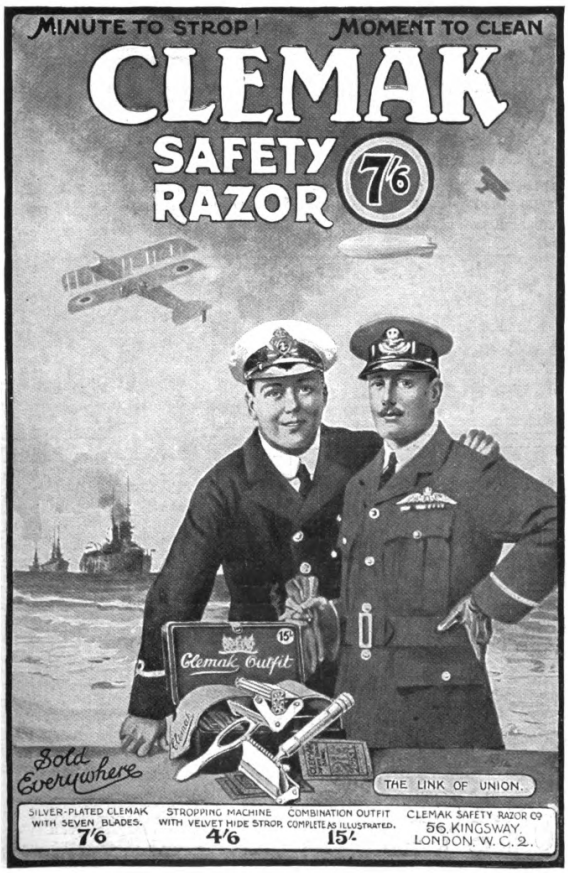
for the resumption of normal business you will want a Car which is in

Class A.

Secure a place now on the HUMBER PRIORITY LIST and avoid disappointment later on.

Humber

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2052

Lotus

THOSE men who must have their boots either nailed or fitted with rubbers should not have them repaired with synthetic soles; for tackets or nails, or even the rivets used for fastening rubbers, when driven in in anything like a row, tend to break these soles.

Fortunately neither nails nor rubbers are wanted when boots are repaired with synthetic, for these soles are about as hard-wearing as nails and about as non-slipping as rubber. They are excellent for golf and for those men who are hard upon their boots but must, say for business reasons, wear them with smooth plain soles.

Synthetic soles are a substitute for leather and are used by the shops that sell Lotus and Delta for repairing men's boots and shoes.

Lotus Ltd., Stafford
Makers of Delta War-time Boots
City Telephone
London Wall
6989



Delta War Time
Pairs 27/6
Singles .. 13/9
Made by Lotus Ltd

Continued.]

done for its members by the R.A.C.? What, on the other hand, does the R.A.C. do for its associates that is not done equally well by the A.A.? I confess I do not know. If, then, each of these organisations is doing precisely similar work to the other, it certainly seems as though the consequent duplication of committees and staff, with the collateral duplication of expense, is absolutely redundant and wasteful. This brings us to the logical conclusion that amalgamation and consequent all-round saving are not only desirable, but essential in the interests of post-war efficiency. I have no personal feeling either way, so I do not care a jot whether it is the R.A.C. which absorbs the A.A., or the latter which takes the R.A.C. into its fold, but I do say that this duality of effort is a bad thing for automobilism. We must remember that conditions have altered materially since they were both called into being to combat the prejudices and hardships under which the motorist of ten years ago had to exist. We are much better off now than we were then—I am speaking of normal times, of course—and the very reasons which lay at the root of the foundation of the A.A., and the forerunner of the R.A.C. Associate scheme, the Motor Union, have ceased to be. Both have now become organisations akin to the Cyclists' Touring Club. They do a lot of useful work, in keeping hotels up to the mark, and affording touring information and assistance to their members. One, at least, does none too badly out of its insurance connections. But, surely, we do not want two similar institutions to do these things for us, and unless I am gravely mistaken, they will be told so before long. There are several matters that will require explanation at their hands before peace has been with us for many months.

Government Cars After Peace.

I see that the scheme submitted by the motor trade to the War Office for the handling of cars surplus to Army establishment after the war has been refused as unsatisfactory. Knowing the details of that scheme, I cannot imagine why it should be so judged. Even if it had been accepted without modification, it would not have cost a quarter of the amount to be spent on the Cippenham enterprise to have sold all the surplus cars, and it would have tided the trade over the worst of the reconstruction period when raw materials will be hard to obtain, and works reorganisation will be the order of the day. Why on earth the War Office should persist in going on with a scheme which is going to cost the nation a cool million-and-three-quarters, when we are so obviously on the threshold of peace, passes understanding. It is not as though the works had progressed to a point at which it would be ruinous to cut losses. As a matter of fact, rather less than £400,000 has been expended up to now, and it looks as if the War Office would do much better to admit that it might be advisable to simply call it off.—W. W.

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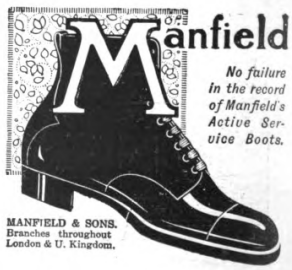
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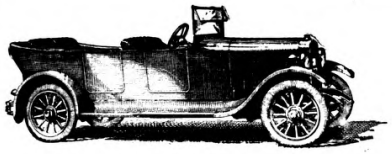
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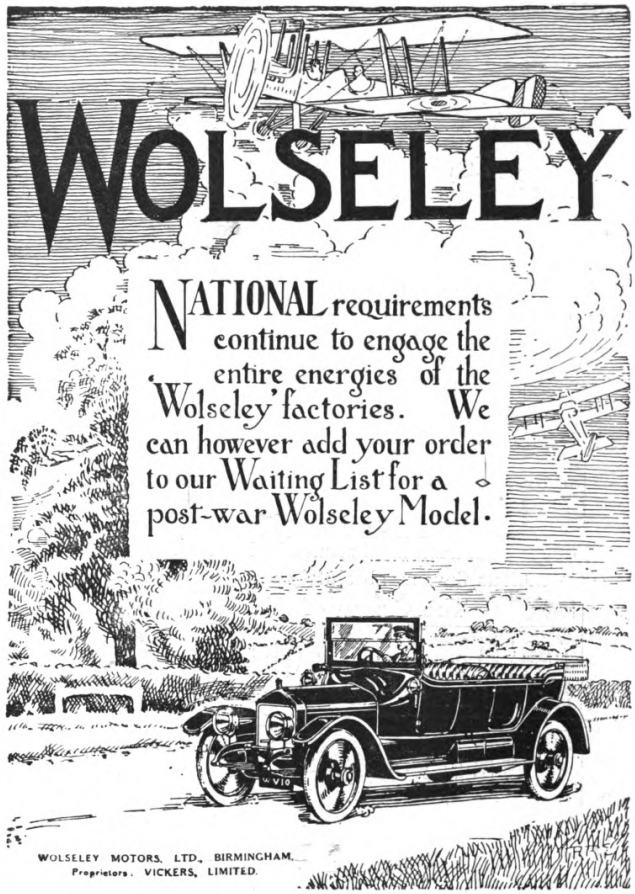


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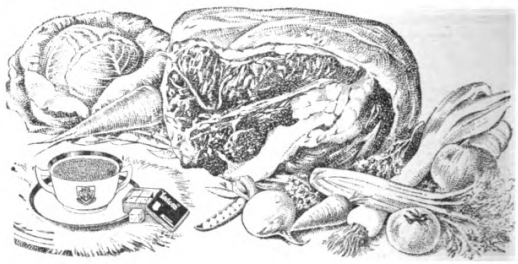
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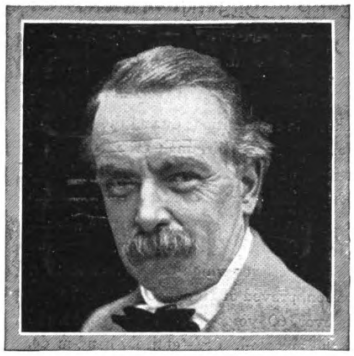
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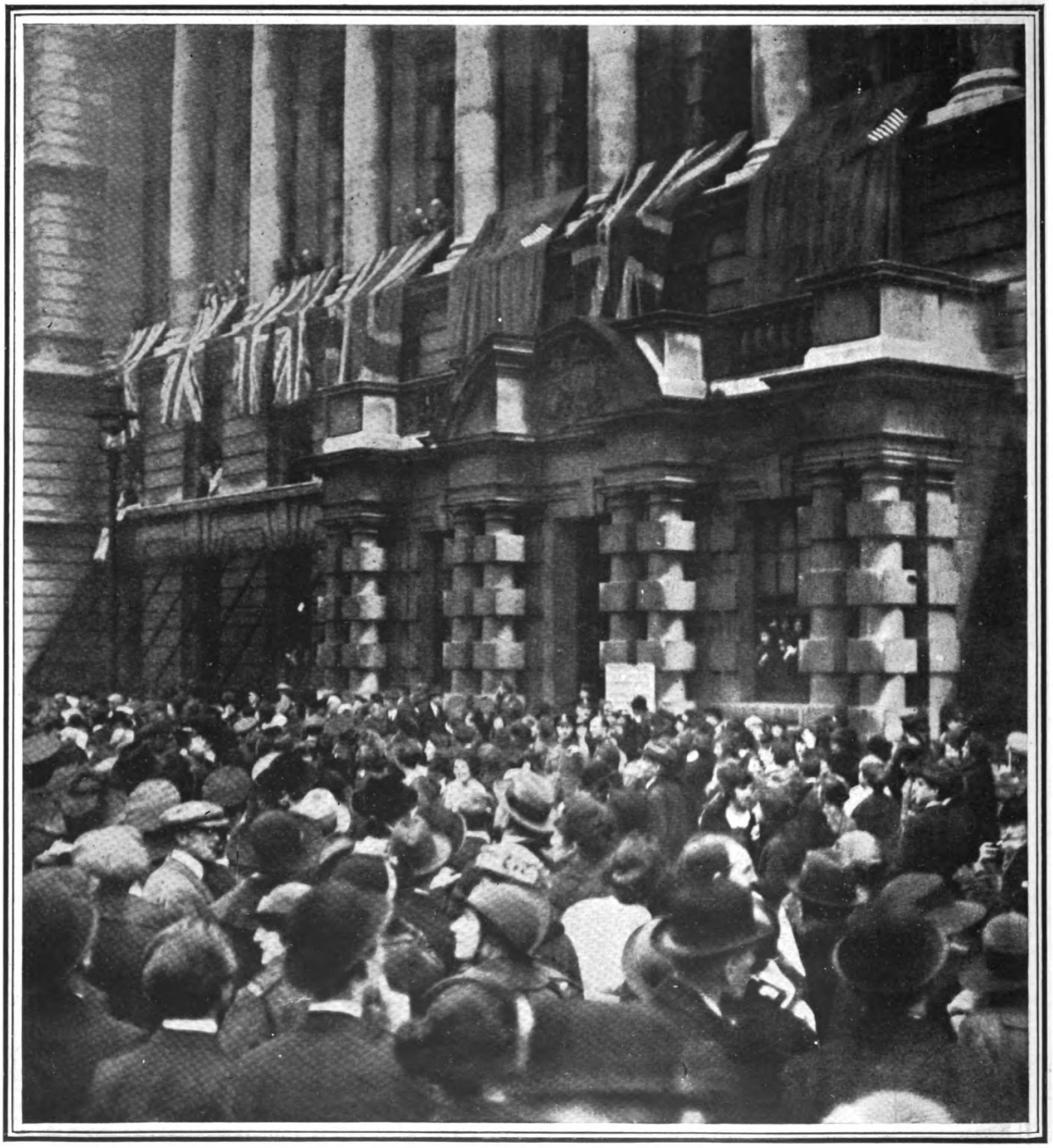
THE GREAT SOLDIER TO WHOM GERMANY HAD TO APPLY FOR THE ARMISTICE CONDITIONS: MARSHAL FOCH.

Marshal Foch, as Generalissimo of the Entente Forces, issued the following Order to his Commanders-in-Chief on November 11: "Hostilities will cease on the whole front as from November 11 at 11 o'clock (French time). The Allied troops will not, until a further order, go beyond the line reached on that date and at that hour.—MARSHAL FOCH."

PHOTOGRAPH BY HENRI MANUEL.

THE FINAL PHASE: JULY 18, 1918—NOV. 11, 1918.

It has been possible in this issue, which is necessarily smaller than it would be in normal times, owing to the paper restrictions, to deal only with the final phase of the Great War—that extraordinary period between July 18 of this year, when the tide began to turn, and November 11, the date of the signing of the Armistice with Germany. Equally, it has been impossible for us to do more than touch upon even this phase. It should be noted, further, that we have dealt with the Western Front alone. The fighting which led to the Armistice with Bulgaria, that with Turkey, and that with Austria-Hungary, we have illustrated in previous issues. It may be taken for granted, however, that none will forget the superb work done by the Armies in the Balkan war zone, in Palestine and Syria, and in Mesopotamia; to say nothing of the achievements of the Allied Navies and, particularly, the British Navy, without whom the Great War could not have come to the successful completion which has been reached. If in this number we show more of British doings than we do of those of the Allies, it is because it is not practical to treat of everything or everybody. It need not be said that none fails to realise the efforts of the other Allies just as fully as they do those of Great Britain, the Dominions Overseas, and the Empire of India.



NOVEMBER 11, 1918: ARMISTICE DAY IN LONDON.

The photograph was taken outside the War Office.

PHOTOGRAPH BY TOPICAL.

ARMISTICE DELEGATES: SOME ALLIED AND GERMAN REPRESENTATIVES.

PHOTOGRAPHS BY E.N.A., FRENCH OFFICIAL, C.N., AND RUSSELL.



GENERAL VON GÜNDELL,
One of the German Delegates.



GENERAL WEYGAND,
French Chief of the General Staff.



GENERAL VON WINTERFELD,
One of the German Delegates.



HERR MATHIAS ERZBERGER,
German State Secretary and Vice-Chancellor.



ADMIRAL SIR ROSSLYN E. WEMYSS,
British Naval Representative.

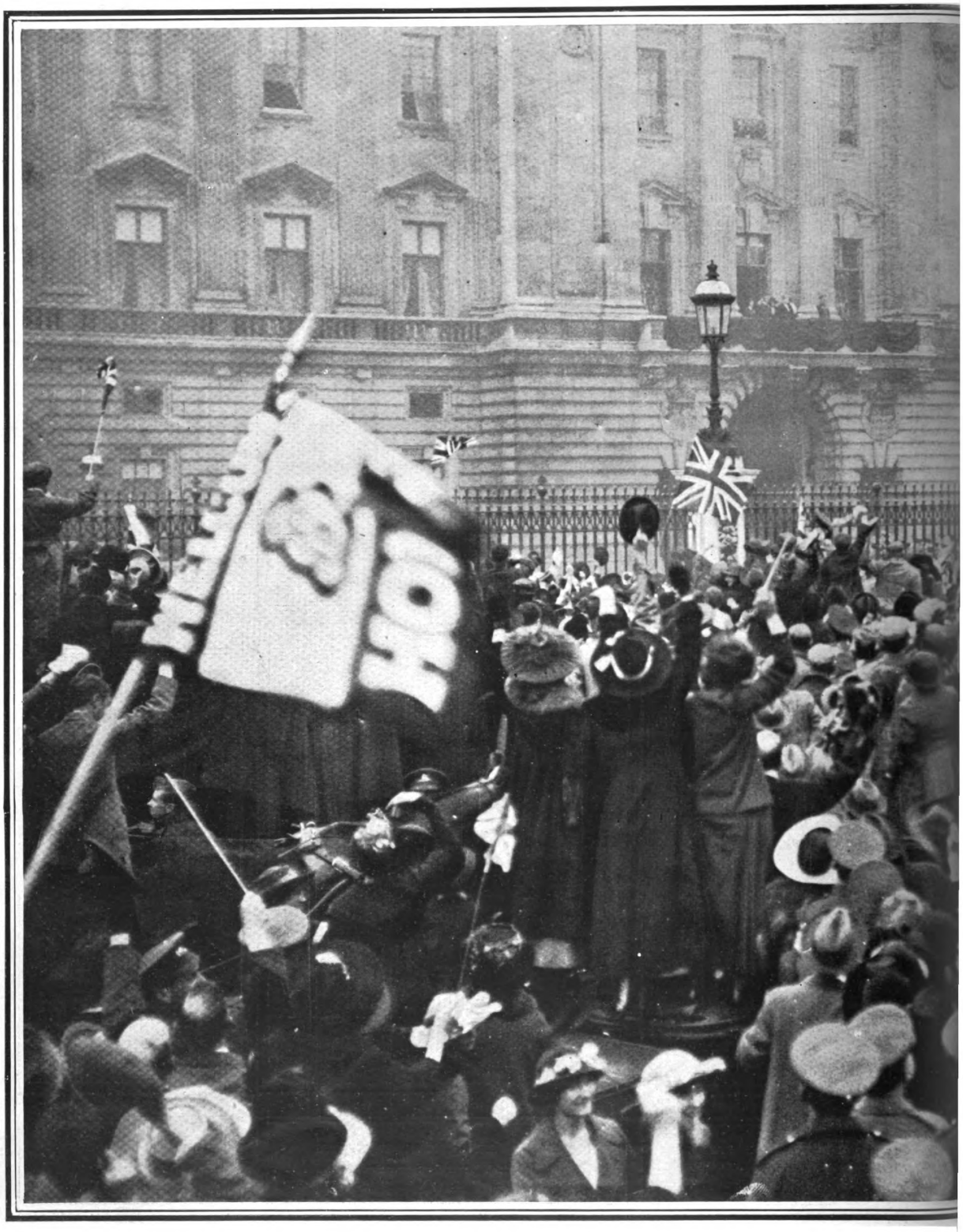


COUNT OBERNDORFF,
One of the German Delegates.

A portrait of Marshal Foch, the principal representative of the Allies at the Armistice, is given on another page. With him were Admiral Sir Rosslyn Wemyss, First Sea Lord of the Admiralty, as British Naval Representative, and General Weygand, of the Versailles Council, Chief of the French General Staff. Of the German delegation three different lists were published on November 8. Each included Infantry-General von Gündell, German Military Delegate at the Hague Conference Peace, and General von Winterfeld, Military Attaché in Paris when the war began. Two included Count Oberndorff, lately German Ambassador to Bulgaria, and Herr Mathias Erzberger, leader of the Centre Party in the Reichstag. On November 9 the "Times" spoke of "a delegation of ten Germans, headed by General von Gündell and Secretary of State Erzberger."

ARMISTICE DAY: THE SCENE OUTSIDE BUCKINGHAM PALAC

PHOTO

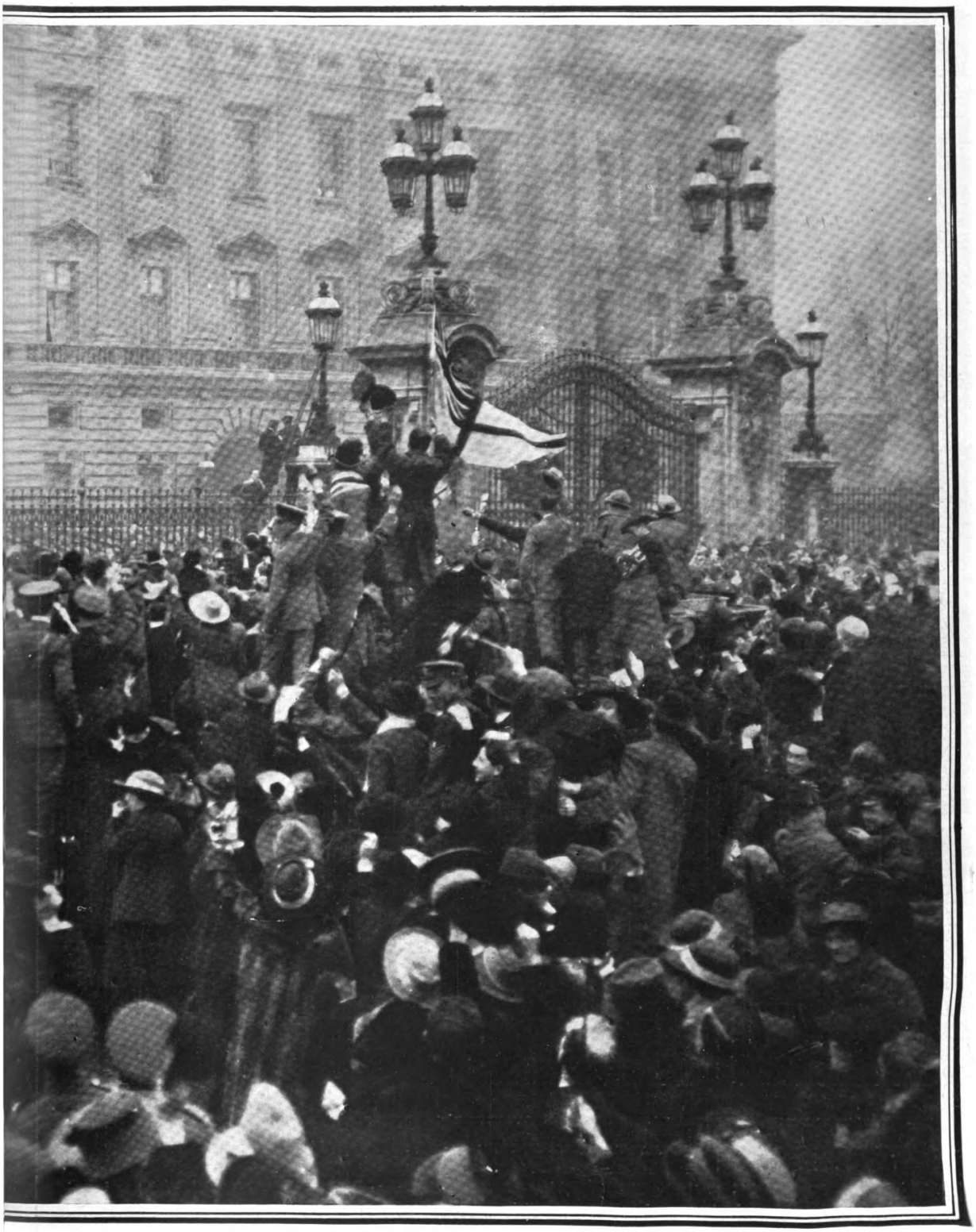


WHEN THE KING AND QUEEN WERE ON THE BALCONY: AT BUCKINGHAM PALA

As soon as it became known that the Armistice with Germany had been signed, an enthusiastic crowd gathered outside Buckingham Palace, cheered the King and Queen, and sang "God Save the King" and "Rule Britannia." The King and Queen appeared on the balcony to acknowledge the salutations. In response to cries for a speech, his Majesty said: "With you, I rejoice and thank God for the victories which the Allied Arms have won—victories which have brought hostilities to an end and peace within sight." In the Court

TER THE END OF THE FIGHTING HAD BEEN ANNOUNCED.

A.



THE HISTORIC MONDAY, NOVEMBER 11—THE CROWD CHEERING THEIR MAJESTIES.

ular of Monday it was set forth: "The King received with the utmost gratification the loyal greetings of the vast concourse of people assembled in the Mall to-day to celebrate the ing of the Armistice. His Majesty, who was accompanied by the Queen and Princess Mary, and Field-Marshal the Duke of Connaught and Princess Patricia of Connaught, appeared on balcony of the Palace."

THE FINAL PHASE: THE LINE ON JULY 18 AND ON NOVEMBER 11.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS."



THE ALLIED TRIUMPH EXPRESSED IN TERMS OF RECOVERED TERRITORY: A MAP OF THE WESTERN FRONT SHOWING THE GROUND REGAINED SINCE THE OFFENSIVE BEGAN LAST JULY.

Nothing can show better than a map the extent of the victory which the Allied troops have gained on the Western Front during the great advance this autumn. Measured in square miles alone, it has been a marvellous military achievement. The map speaks for itself, and the only explanation that need be given is that the left-hand one of the two black lines represents the front as it was when the Allied offensive opened on July 18, while that on the right is the line reached when the armistice was signed on November 11. Marshal Foch instructed the Allied commanders that the Allied troops were not to go beyond the line then reached until further orders.

GERMAN WANTONNESS IN RETREAT: FIRE AND FLOOD IN VALENCIENNES.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



FIRES STARTED BY THE GERMANS IN VALENCIENNES BEFORE THEY ABANDONED IT: A BIG COLUMN OF SMOKE.



WHERE THE GERMANS SET MANY BUILDINGS ON FIRE BEFORE THEY WERE DRIVEN OUT: IN RECAPTURED VALENCIENNES.

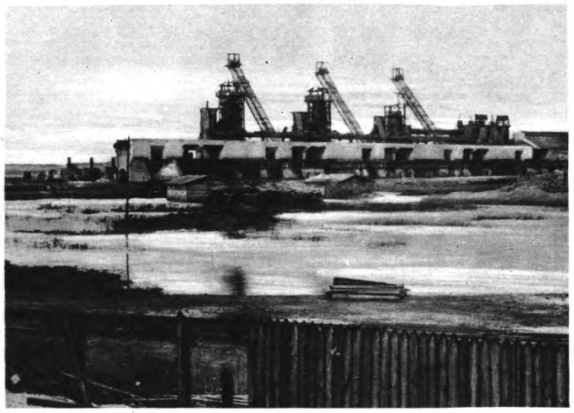


FLOODS CAUSED BY THE GERMANS IN THE STREETS OF VALENCIENNES: A CANADIAN SIGNALLER, NEARLY UP TO HIS KNEES IN WATER, MENDING A WIRE.

The Germans used both fire and water for purposes of defence and destruction at Valenciennes, as elsewhere. "From the north," writes Mr. Philip Gibbs, "all advance was made impossible by the opening of the Scheldt sluice gates, which flooded that side of the city, and the enemy's only way of escape was by the south-east." Quoting the *pompier* (fire-brigade officer) of Valenciennes, whom he met the day after the Canadians entered, Mr. Gibbs says: "There were many fires last night in the city, which are still burning, but we can do nothing, because the Germans have let out all the water from the pipes, and so the cellars are all flooded, and the poor people cannot take refuge from bombardment.' I saw this misery in Valenciennes (continues Mr. Gibbs) and waded through water ankle-deep in the streets, and looked down in the cellars through open doors below the houses, and saw that they were deep in water." Word-pictures such as this help to make the public visualise the misery which the retreating enemy left behind.

GERMAN WANTONNESS IN RETREAT: FLOOD, FI

PHOTOGRAP



THE GERMAN USE OF FLOODS IN THE DEFENCES OF VALENCIENNES: INUNDATED GROUND THROUGH WHICH THE CANADIANS HAD TO PASS.



ADVANCING UNDER HEAVY MACHINE-GUN FIRE: THE



MAKING A DASH FOR THE CANAL: CANADIANS OF THE FIRST PLATOON TO ENTER VALENCIENNES FROM THE WEST.





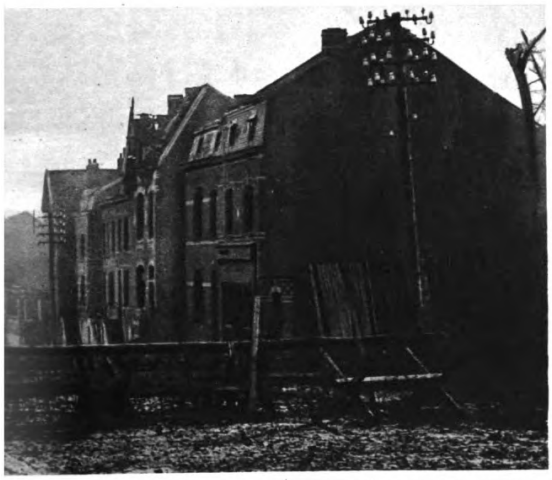
SHOWING THE EFFECTS OF A GERMAN SHELL ON THE DAY THE TOWN WAS TAKEN: DAMAGE TO VALENCIENNES CATHEDRAL.

WHERE THE GERMANS HAD STOLEN MOST OF THE STA

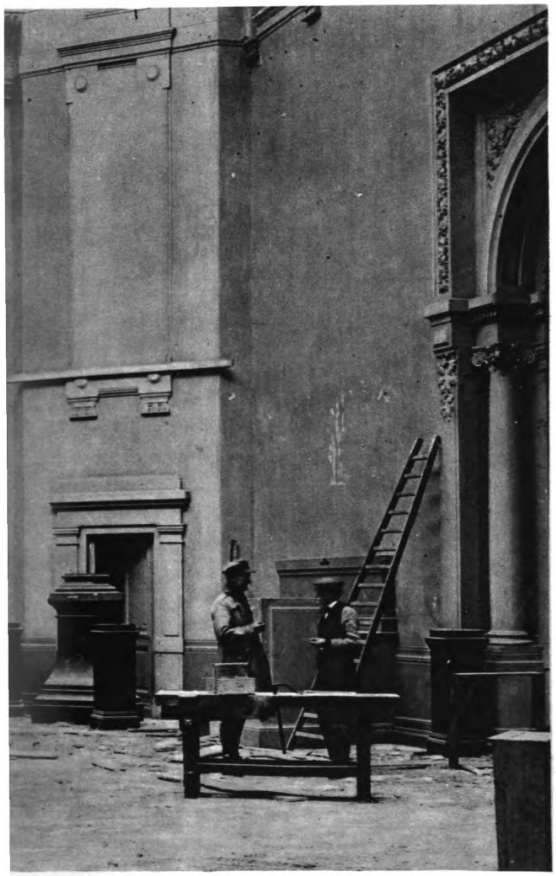
The Germans did much damage in Valenciennes shortly before they left the town. Writing after a visit to it on the day it was taken (November 3) Mr. H. Perry Robinson says: "During the night and early morning troops from the British Isles fought their way against machine-gun fire and reached the southern outskirts. Meanwhile, Canadians from the west got across the Scheldt Canal by a pontoon bridge, and the first British troops actually to enter Valenciennes were men of a brigade of the 4th Canadian Division at 5.40 in the morning. Pushing through the streets, where isolated machine-gunners were still at work, they reached the Hôtel de Ville and hauled down the German flag. The enemy were

STRUCTION, AND THEFT IN VALENCIENNES.

AN WAR RECORDS.



DIAN PATROL ENTERING VALENCIENNES FROM THE WEST.



OTHER WORKS OF ART: LOOTED VALENCIENNES MUSEUM.



FLOODED AND DESTROYED BY THE GERMANS WHEN THEY FOUND THEY COULD NOT HOLD THE TOWN: THE STATION AT VALENCIENNES.



DASHING ACROSS THE RAILWAY UNDER HEAVY MACHINE-GUN FIRE: A CANADIAN PATROL ENTERING VALENCIENNES.

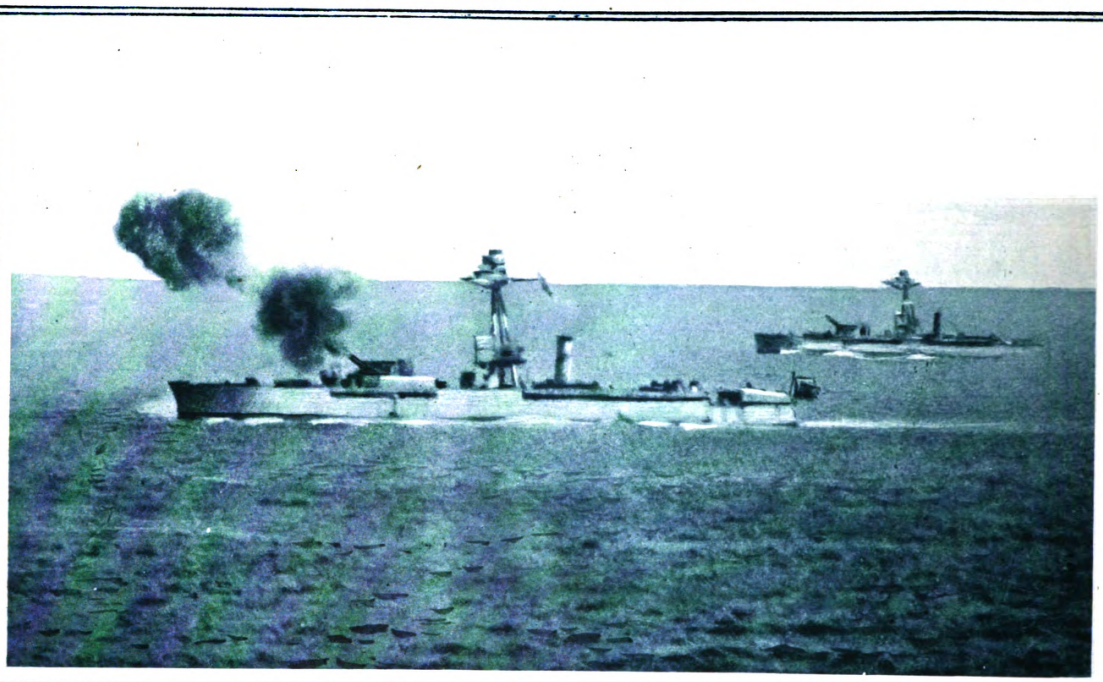


LEAVING MACHINE-GUNNERS WITH A LEWIS GUN READY FOR ACTION: MEN OF A CANADIAN PATROL GOING FORWARD INTO THE TOWN.

ig the town." Describing conditions at Valenciennes during the German occupation, the writer continues: "Here, as elsewhere, bronze antiques and other articles of value were d as weight metal only, and paid for in worthless paper. . . . Throughout October, German uneasiness was increasing to panic, and now real looting and systematic destruction . People were made to evacuate their houses or sent to the cellars, and the soldiers with sacks carried off whatever was of value. Pictures and so forth from the public ies had been sent long ago to Brussels." The case of Valenciennes is typical of many

WITH "THE KEYSTONE OF THE ALLIANCE": THE NAVY AT WORK.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



THE NAVY'S SHARE IN THE GREAT ALLIED ADVANCE IN FLANDERS: TWO BRITISH MONITORS FIRING AT GERMAN COAST-POSITIONS AT ZEEBRUGGE.



THE NAVAL USES OF CAMOUFLAGE: SMOKE-SCREENS CREATED FOR BRITISH MONITORS TO FIRE THROUGH DURING THE BOMBARDMENT OF ZEEBRUGGE.

The Navy has been called the "silent" service, because it does not waste time in unnecessary talk. When it does break silence, it speaks in a voice of thunder, through the mouths of its guns. Throughout the war the British Fleet has been the keystone of the Alliance. It has held the command of the seas and swept them clear of enemy shipping, it has maintained a relentless blockade, it has convoyed millions of troops and unlimited munitions to the various theatres of war, and it has by immense exertions checked and defeated the submarine campaign. In addition to all this, it has fought a number of successful actions, great and small, and the losses it has suffered have only spurred it on to renewed efforts. In every way the Navy has nobly justified the confidence of the country, and it was fitting that its representative should be associated with Marshal Foch in dictating to the enemy the terms of the armistice. The tradition of the Navy has once more been splendidly upheld, to the added glory of the Empire.

LIBERATION: THE FREEING OF BELGIUM BY THE ALLIES.

PHOTOGRAPHS—BRITISH OFFICIAL AND C.N.



THE KING AND QUEEN OF THE BELGIANS BACK AGAIN AMONG THEIR PEOPLE, IN A RECAPTURED CITY: KING ALBERT REVIEWING TROOPS AFTER HIS ENTRY INTO BRUGES.



EXILED BELGIANS RESTORED TO THEIR LIBERATED COUNTRY: A PARTY OF RETURNING REFUGEES PASSING A FRONTIER POST BETWEEN HOLLAND AND BELGIUM ON THEIR WAY HOME.

The Allied victories in Belgium have meant the repatriation of thousands of Belgian refugees and scenes of joyful acclamation on the return of King Albert among his people. Describing the occasion illustrated in our upper photograph, Mr. Philip Gibbs writes: "The King and Queen of the Belgians made a state entry into Bruges. The Queen rode on the left of the King, and on his right was the young Prince Leopold, in the uniform of his regiment of Carabineers. Every soul in the city was in the streets or at the windows and balconies, and there were flaming fires of enthusiasm amongst the people, who had waited four years for this day, when the entry of the brave soldier who has stayed with his Army in the narrow strip of ground which was all his kingdom would symbolise to them the return of their liberties. For a time, while King Albert reviewed his troops, the people of Bruges held back in a hollow square, but afterwards, when he went up the steps of the Governor's house, they broke bounds, and tens of thousands of them surged round him cheering that tall figure—who looked down upon them with his hand at the salute—with most joyous and wonderful emotion."

LIBERATION: THE FREEING OF LILLE BY TH

BRITISH OFFI



PRESIDENT POINCARÉ'S VISIT TO LILLE AFTER ITS LIBERATION: INSPECTING A GUARD OF HONOUR WITH GENERAL BIRDWOOD.



LILLE *EN FÊTE* TO WELCOME THE BRITISH FIFTH ARMY: GENERAL BIRDWOOD AND THE MAYOR (M. DELASALLE) IN THE GRANDE PLACE.



THE DELIVERER OF LILLE MAKING HIS ENTRY: GENERAL BIRDWOOD RIDING INTO THE SQUARE, FOLLOWED BY THE FIFTH ARMY'S FLAG.



CELEBRATIONS IN LILLE: GENERAL BIRDWOOD NEXT TO THE MAYOR (M. DELASALLE) AT THE SALUTING-BASE DURING THE MARCH-PAST.



AFTER PRESENTING THE FIFTH ARMY'S FLAG TO THE CITY: GENERAL BIRDWOOD SHAKING HANDS WITH THE MAYOR OF LILLE (M. DELASALLE).



HOLDING THE FLAG OF THE CITY OF LILLE, PRESENTED TO HIM BY THE MAYOR: GENERAL BIRDWOOD, COMMANDING THE FIFTH ARMY.

It was on October 17 that Lille was delivered from its four years of bondage to the Germans. On that day the inhabitants gave a joyous and spontaneous welcome to men of the Liverpool Irish who went into the city, but for some time comparatively few British troops were seen there. On October 28, however, the Fifth Army made its formal entry under its commander, General Sir William Birdwood. "The streets of Lille," writes Mr. Perry Robinson, "were hung everywhere with flags, and the walls and shop-fronts were covered by posters bearing the words, 'Gloire a nos libérateurs,' or 'Vive l'Angleterre,' or simply, 'Bienvenu.' . . . An outstanding figure in the brilliant group which thronged the central stand was the Mayor, M. Delasalle—he

LLIES—CEREMONIES, ENTRIES, AND WELCOMES.

OGRAPHS.



BRITISH TROOPS WELCOMED JOYOUSLY BY WOMEN AND CHILDREN OF LILLE ON THEIR FIRST ARRIVAL: THE WONDERFUL RECEPTION OF THE LIVERPOOL IRISH ON OCTOBER 17.



THE FORMAL ENTRY OF THE BRITISH FIFTH ARMY INTO LILLE ON OCTOBER 28: BRITISH TROOPS, HEADED BY A BAND, MARCHING INTO THE GRANDE PLACE.

ıust stand 6 ft. 4 in. or 6 ft. 5 in. . . . On his arrival, General Birdwood halted in front of the Mayor and the staffs dismounted, all except General Birdwood's aide-de-camp, who carried ıe red-and-black starred Fifth Army flag. General Birdwood made a very short speech (in French) asking the Mayor in the name of the city to accept the standard of his command, and ɔmplimenting the people of Lille on the courage and fortitude they had shown. The Mayor replied as briefly in accepting the flag, and, in exchange, handed General Birdwood the much ıore gorgeous flag of the City of Lille. The whole ceremony was over in less than ten minutes, when the party moved from the dais and the march-past of the British troops began."

LIBERATION: THE FREEING OF THE CIVIL POPULATION.

PHOTOGRAPHS BY CANADIAN WAR RECORDS AND BRITISH OFFICIAL







1. AID FOR FRENCH CIVILIANS IN THE LIBERATED AREA: A SOLDIER HELPING A MOTHER AND HER CHILDREN THROUGH A HOLE BLOWN IN A BRIDGE.

2. THE RESCUE OF INHABITANTS OF A LIBERATED FRENCH VILLAGE: REFUGEES LEAVING, ASSISTED BY BRITISH TROOPS.

3. RESCUED AFTER LIVING FOR FOUR YEARS IN THE ENEMY'S LINES: A PARTY OF FRENCH REFUGEES BEING CONVEYED TO SAFETY.

The great Allied advance brought deliverance from German oppression to many a town and village. Describing what he saw during a recent tour of inspection in the liberated districts of Northern France, Mr. D. H. Illingworth, Director-General of the British Committee of the Red Cross, writes: "If there are endless miles of ruins, there are thousands of beaming faces. Wounded filtering back from the front, reserves waiting their turn, old men and women and their grandchildren huddled, with the remains of their possessions, on a creaking cart drawn by a lame old horse, returning, perhaps, to heaps of ruins which they may still fondly claim as home."

GERMANY IN REVOLUTION: EX-CHANCELLORS AND A FOREIGN SECRETARY.

PHOTOGRAPHS BY E.N.A. AND C.N.



COUNT HERTLING, AN EX-GERMAN IMPERIAL CHANCELLOR.



PRINCE MAX OF BADEN, LAST IMPERIAL CHANCELLOR UNDER THE KAISER.



DR. SOLF, GERMAN FOREIGN SECRETARY UNDER THE KAISER.



THE EX-GERMAN IMPERIAL CHANCELLOR WHO ANNOUNCED THE ABDICATION OF THE KAISER: PRINCE MAX OF BADEN (X) SPEAKING IN THE REICHSTAG.

The appointment of Prince Max of Baden as German Imperial Chancellor, announced on October 4, was the signal of a vigorous German peace offensive. Then followed the series of Notes addressed to President Wilson, and his replies, which led up to the signing of the armistice. Prince Max of Baden, who is related by marriage to the Kaiser, is the eldest son of the Grand Duke of Baden. He is in his fifty-second year, and is a General of Prussian cavalry. In 1900 he married Princess Marie Louise of Brunswick-Lunebourg, daughter of the Duke of Cumberland. His wife's brother, Duke Ernest of Brunswick, it will be recalled, married the Kaiser's only daughter. Prince Max's last act as Chancellor was to announce, on November 9, the abdication of the Kaiser and the appointment of Deputy Ebert as Chancellor in succession to himself, under a Regency. It was subsequently rumoured that Prince Max might become Regent, or else the Kaiser's fourth son, Prince August Wilhelm; but at the moment nothing definite is known.

"THE POTENT EMPIRE . . . IS HEADLESS AND HELPLES[S]



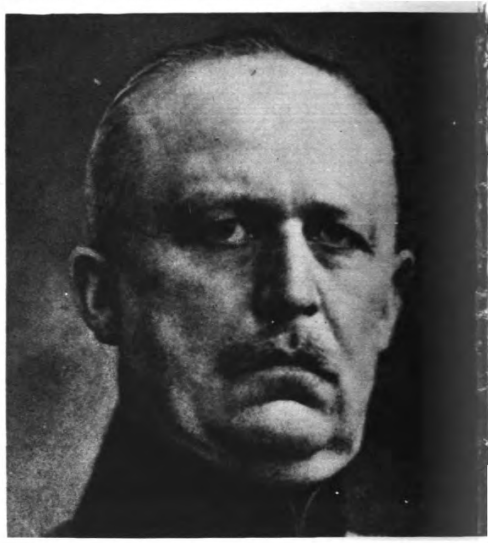
THE KAISER IN THE FIELD DURING THE GREAT WAR.



THE KAISER AS WAR LORD.



THE KAISER IN THE FIELD.



DEFEATED AND RESIGNED: GENERAL VON LUDENDORFF.

The following news from Berlin was transmitted through the wireless stations of the German Government on Saturday, Nov. 9: "The German Imperial Chancellor, Prince Max of Baden, has issued the following decree: 'The Kaiser and King has decided to renounce the throne. The Imperial Chancellor will remain in office until the questions connected with the abdication of the Kaiser, the renouncing by the Crown Prince of the throne of the German Empire and of Prussia, and the setting up of a regency have been settled. For the regency he intends to appoint Deputy Ebert as Imperial Chancellor, and he proposes that a Bill shall be brought in for the establishment of a law providing for the immediate promulgation of general suffrage and for a Constituent German National Assembly, which will settle finally the future form of Government of the German Nation and of those peoples which might be desirous of coming within the Empire. Berlin, November 9, 1918.—The Imperial Chancellor, Prince Max of Baden.'" So fell the Kaiser and the Crown Prince. The Premier spoke of the renunciations at the Guildhall

HE FALLEN KAISER AND THE CROWN PRINCE.



THE CROWN PRINCE AS WAR LORDLING.



THE CROWN PRINCE IN THE FIELD DURING THE GREAT WAR.



DEFEATED: FIELD-MARSHAL VON HINDENBURG.



THE KAISER IN THE FIELD.

"Germany—the last and the greatest of our foes—through dauntless heroism and gifted leadership, has been hurled back, and the Army which was once the most formidable in the world is now hardly an army at all. Its Navy is certainly no longer a navy. The potent Empire that threatened civilisation is to-night headless and helpless. Its head, the Kaiser, and the Crown Prince, have abdicated." William II., German Emperor, King of Prussia, was born on January 27, 1859, eldest child of Prince Frederick of Prussia. He became ninth King of Prussia and third German Emperor on June 15, 1887. The Crown Prince William was born on May 6, 1882. General von Ludendorff, First Quartermaster-General of the German Armies on the Western Front, resigned on October 27. He was always credited with being the "brains" of Hindenburg, the Chief of the General Staff of the German Armies in the Field—another Colossus with feet of clay. It was reported that General von Lossberg had succeeded Ludendorff. On November 11 it was reported that the Kaiser, the Crown Prince and others had fled to Holland.

GERMANY'S PRINCIPAL OPPONENTS: HEADS OF NINE ALLIED NATIONS.

PHOTOGRAPHS—OFFICIAL, PRESS ILLUSTRATIONS SERVICE, VANDYK, SPEAIGHT, AND GUIGONI AND BOSSI.



KING ALEXANDER OF GREECE.



THE PRINCE REGENT OF SERBIA.



KING NICHOLAS OF MONTENEGRO.



DR. WOODROW WILSON, PRESIDENT OF THE UNITED STATES.



KING GEORGE V. OF GREAT BRITAIN AND IRELAND.



M. RAYMOND POINCARÉ, PRESIDENT OF THE FRENCH REPUBLIC.



KING ALBERT OF BELGIUM.



KING VICTOR EMMANUEL III. OF ITALY.



THE EMPEROR OF JAPAN.

On this page we give portraits of the Rulers, including six reigning Sovereigns and two Presidents, of nine of the principal nations which formed the Alliance against the Central Powers. The following is the complete list of countries which declared war against Germany, in the order of date of their declarations, which is given in brackets in each case: Russia (August 1, 1914), France (August 3, 1914), Belgium (August 3, 1914), Great Britain (August 4, 1914), Serbia (August 6, 1914), Montenegro (August 9, 1914), Japan (August 23, 1914), Portugal (March 9, 1916), Italy (August 28, 1916), Roumania (August 28, 1916), United States (April 6, 1917), Cuba (April 7, 1917), Panama (April 10, 1917), Siam (July 22, 1917), Liberia (August 4, 1917), Greece (June 29, 1917), China (August 14, 1917), Brazil (October 26, 1917), Guatemala (April 23, 1918), and Costa Rica (May 25, 1918). The following countries have broken off diplomatic relations with Germany: Bolivia, Honduras, Nicaragua, Hayti, Santo Domingo, Peru, Uruguay, and Ecuador.

FOCH'S LIEUTENANTS: FRENCH GENERALS OF THE FINAL PHASE.

PHOTOGRAPHS—FRENCH OFFICIAL, MANUEL, BENJAMIN, MELCY, AND NEWSPAPER ILLUSTRATIONS; PORTRAIT OF GENERAL DEBENEY DRAWN BY LUCIEN JONAS.



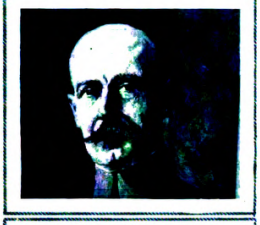
GENERAL GUILLAUMAT,
Commander of French 5th Army.



GENERAL MESTRE,
Commanding a Group of Armies in the Centre.



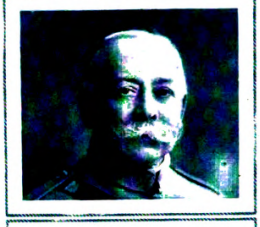
GENERAL MANGIN,
Commander of the French 10th Army.



GENERAL DEBENEY,
Commander of the French 1st Army.



GENERAL PÉTAIN,
General-in-Chief and Commanding Armies of the North and North-East.



GENERAL ANTHOINE,
General Chief of Staff.



GENERAL FAYOLLE,
Commanding Armies in the North.



GENERAL HIRSCHAUER,
Commander of the French 2nd Army.



GENERAL DE MITRY,
Commander of the French 6th Army.



GENERAL HUMBERT,
Commander of the French 3rd Army.



GENERAL GOURAUD,
Commander of the French 4th Army.



GENERAL DE CASTELNAU,
Commanding the French Armies in the East of France.



GENERAL DEGOUTTE,
Commander of the French 9th Army.

We have no space to tell here, even in outline, the epic story of the achievements associated with the names of the French Generals whose portraits are given above. One and all they have most ably carried out the strategic plans of their great Commander-in-Chief of the Allied Forces on the Western Front, Marshal Foch. Since the victorious offensive opened last July, the names of most of them have figured prominently in the daily accounts of the various battles, the cumulative results of which, combined with those of the campaigns on other fronts, have brought about the final glorious triumph of the Allied arms. Their names have become household words.

HOW THE ARMISTICES WERE ARRANGED: THE VERSAILLES CONFERENCE.

FRENCH OFFICIAL PHOTOGRAPHS.





1. SHOWING, AMONG THOSE TO THE LEFT OF THE TABLE, M. VENIZELOS, COLONEL HOUSE, SIGNOR ORLANDO, AND BARON SONNINO; TO THE RIGHT, SIR DOUGLAS HAIG: A VERSAILLES SESSION.

2. SHOWING, TO THE RIGHT OF THE TABLE, MARSHAL FOCH (SECOND FROM LEFT), M. CLEMENCEAU, MR. LLOYD GEORGE, AND MR. BONAR LAW: A SESSION OF THE INTER-ALLIED CONFERENCE AT VERSAILLES.

These remarkably interesting photographs were taken during a momentous meeting of the Inter-Allied Conference at Versailles, where the terms of the various armistices have been decided. In reading to the House of Commons on the 5th the terms of the armistice granted to Austria-Hungary, Mr. Lloyd George said: "These conferences were attended by Ministers representing France, Italy, and Great Britain; by Colonel House, representing the President of the United States; and by the naval and military advisers of the Allied Governments, by representatives of Japan, Belgium, Serbia, Greece, and Portugal; and also by representatives of the Czecho-Slovaks." In the upper photograph Sir Douglas Haig is seen in the right foreground, third from the nearer end, leaning back in his chair, with Lord Milner on his right. On the left-hand side of the table, from left to right, are: Colonel Nagai (Japan), General di Robilant, Baron Sonnino (Italy), Signor Orlando (Italy), Colonel House, General Bliss (U.S.A.), Mr. Auchincloss (U.S.A.), M. Venizelos, and M. Vesnitch (Serbia). On the extreme right in the background is General Weygand (France) at a separate table. In the lower photograph the figures sitting on the right-hand side of the table (reading from left to right) are: General Belin (France), Marshal Foch, M. Pichon, M. Clemenceau, Mr. Lloyd George, Mr. Bonar Law, Lord Milner, and Sir Douglas Haig.

VICTORS IN THE WAR'S FINAL PHASE: SOME GREAT BRITISH LEADERS.

PORTRAITS OF GENERALS RAWLINSON, BYNG, AND HORNE BY FRANCIS DODD; AND THAT OF GENERAL PLUMER BY SIR WILLIAM ORPEN. PHOTOGRAPH OF GENERAL BIRDWOOD BY BASSANO.



GENERAL SIR HENRY RAWLINSON, COMMANDER OF THE 4TH ARMY.



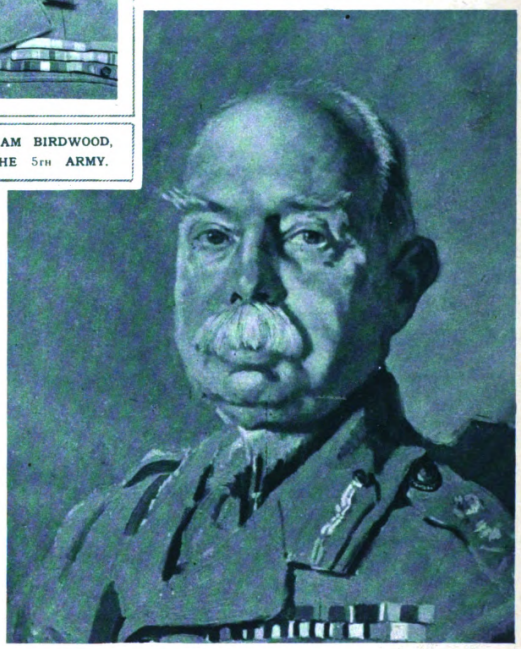
GENERAL SIR JULIAN BYNG, COMMANDER OF THE 3RD ARMY.



GENERAL SIR WILLIAM BIRDWOOD, COMMANDER OF THE 5TH ARMY.



GENERAL SIR HENRY S. HORNE, COMMANDER OF THE 1ST ARMY.



GENERAL SIR HERBERT PLUMER, COMMANDER OF THE 2ND ARMY.

The Generals whose portraits are given here are those who have been among the most prominent in the final phase of the war on the Western Front. Sir Henry Rawlinson was born in 1864. Early in the war he commanded the 4th Corps, including the famous 7th Division, which fought at Neuve Chapelle and Loos. He first commanded the 4th Army at the Battle of the Somme in 1916.——Sir Julian Byng, born in 1862, is a son of the second Earl of Strafford. His Army took part in the capture of Cambrai. Before succeeding General Allenby in the command of the 3rd Army, he commanded the Canadian Corps. Before that he had fought both at Ypres and the Dardanelles.——Sir William Birdwood was born in 1865. As Commander of the 5th Army he had the distinction of recapturing Lille. He won great fame as commander of the Australians and New Zealanders, in Gallipoli, and France.——Sir Henry Horne was born in 1861. During the great advance this year his troops of the 1st Army took part in the capture of Cambrai. In November 1915 he accompanied Lord Kitchener to Gallipoli. He took over the command of the 1st Army in 1916.——Sir Herbert Plumer was born in 1857. He succeeded General Smith-Dorrien in the command of the 2nd Army in April 1915. This year he has taken a leading part in the great advance under King Albert.

THE THANKSGIVING AT ST. PAUL'S: THEIR MAJESTIES AT THE CATHEDRAL.

PHOTOGRAPHS BY C.N. AND TOPICAL.



WITH A CHEERING CROWD SURGING CLOSE TO THE ROYAL CARRIAGE: THE KING AND QUEEN AND PRINCESS MARY DRIVING THROUGH THE STREETS.



COME TO JOIN IN A SOLEMN SERVICE OF THANKSGIVING FOR THE ALLIED VICTORY: THE KING AND QUEEN AND PRINCESS MARY IN THEIR CARRIAGE AT THE STEPS OF ST. PAUL'S.

The King and Queen, accompanied by Princess Mary, attended a solemn service of Thanksgiving for the Allied victory held in St. Paul's Cathedral shortly after noon on Tuesday, November 12, the day after the signing of the Armistice. Their Majesties drove in an open carriage from Buckingham Palace to the Cathedral, through the Strand, Fleet Street, and Ludgate Hill, returning after the service by way of New Bridge Street and the Embankment. There was no military escort, or any pomp and circumstance about the procession. Cheering throngs lined the route and at times pressed forward quite close to the royal carriage. The occasion was typical of the loyalty and affection with which the people regard their Sovereign, and, at the same time, of the perfect confidence with which he always moves among them.

ARMISTICE DAY IN LONDON: STREET SCENES ON NOVEMBI

PHOTOGRAPHS BY TOPICAL, FARRINGDON PHOTO. COMPANY, I



1. THE FAVOURITE METHOD OF REJOICING: FLAG-WAVING AND CHEERING MEN AND WOMEN CROWDING A MOTOR-'BUS.
2. IN THE HOUR OF VICTORY: WOMEN MILITARY MOTORISTS CELEBRATING THE SIGNING OF THE ARMISTICE.
3. ON THE CAPTURED GUNS IN THE MALL: A CHEERY CROWD OF YOUNGSTERS.
4. THE "ALL CLEAR" CAR PUT TO NEW USE: CELEBRATING THE VICTORY.
5. ANOTHER FAVOURITE METHOD OF REJOICING: A MOTOR-CAR COMMANDEERED AND CROWDED.

London broke into a spontaneous outburst of joy on that memorable Monday morning (November 11, 1918) when it learned "the greatest piece of news that England has ever heard," the announcement that Germany had accepted and signed the terms of the armistice, and that hostilities ceased on that day. The reaction of relief after four years of strain and mourning and anxiety had its natural result. The long-pent feelings of a people which, throughout the war, had never indulged in jubilations over incidental successes, found expression at last in the hour of final triumph. London quickly became the scene of an improvised carnival. Happy crowds thronged the streets, cheering, singing, waving and wearing innumerable flags. Vehicles of all sorts—

R 11 DURING THE CELEBRATION OF THE ALLIES' VICTORY.

USTRATIONS BUREAU, L.N.A., C.N., AND S. AND G.



6. AMERICA IN THE REJOICINGS: SOLDIERS AND SAILORS IN BUCKINGHAM PALACE FORECOURT.
7. A POPULAR CAR: NURSES AND WOUNDED SOLDIERS.
8. CHEERING THE PRIME MINISTER: THE CROWD IN DOWNING STREET.
9. DRIVING IN TRIUMPH: HOSPITAL-WORKERS DEMONSTRATING.
10. TAKING THE KAISER TO COVER! A POPULAR CARTOON.
11. A RALLYING POINT: DEMONSTRATING ROUND A WOUNDED SOLDIER.
12. FLAG-WAGGING ON ARMISTICE DAY: WOMEN OF THE W.R.A.F.

omnibuses, lorries, vans, and taxi-cabs—were crowded to overflowing with vociferous humanity; windows and balconies were filled with bunting and spectators. Amid all the noise and high spirits, however, there was nothing unseemly or indecorous, but beneath the surface ran an undercurrent of deep and solemn thanksgiving. The Prime Minister expressed the prevailing mood in the few words he spoke to the crowd from his windows in Downing Street. "You are entitled to rejoice," he said. "The people of this country and the people of the Dominions and of our Allies have won such a victory for freedom as the world has never seen. You have all had a share in it. Sons and daughters of the people have done it, and this is their hour for rejoicing."

GERMANY'S NEW RÉGIME: SOCIALIST LEADERS; THE KAISER'S HOST.

PHOTOGRAPHS BY E.N.A.



HERR FRIEDRICH EBERT.
In announcing the Kaiser's abdication, Prince Max of Baden stated that Deputy Ebert would be Imperial Chancellor under a Regency, and Herr Ebert took office.



DR. KARL LIEBKNECHT (x).
Dr. Liebknecht, who was recently released from prison, is a leader of the Independent Social Democratic Party in Germany, which has formed a Coalition Ministry with the Social Democratic Majority Party.



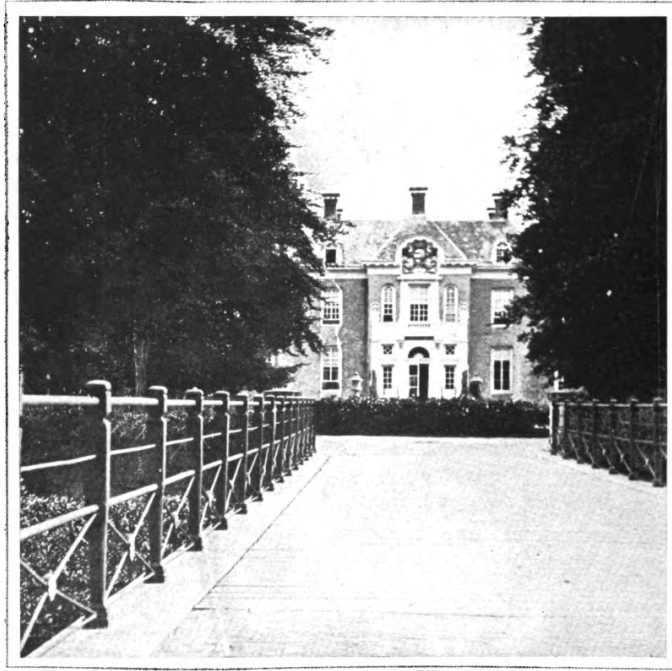
HERR SCHEIDEMANN.
Herr Scheidemann, a Secretary of State without portfolio in the new German Government, is one of the three leaders of the Social Democratic Party forming a Coalition Ministry with three Independent Social Democrats.



DR. HUGO HAASE.
Dr. Hugo Haase is one of the leaders of the Independent Social Democratic Party invited by the Social Democratic (Majority) party to form a common Government.



WILHELM, COUNT BENTINCK.
Count Bentinck, at whose castle at Amerongen the Kaiser was reported to have taken refuge, is also Baron of Aldenburg and Count of Waldeck-Limpurg, and a hereditary member of the First Chamber of Würtemberg.



BELONGING TO THE KAISER'S HOST: MIDDACHTEN CASTLE, NEAR ARNHEM.
It was first reported that the Kaiser, after abdicating, went to Holland to take refuge at Count Bentinck's castle of Middachten, in Gelderland. It is an old house, rebuilt in 1697, and the Kaiser has stayed there before. Later accounts stated that the Kaiser went to stay temporarily at Amerongen Castle, near Utrecht, also the property of Count Bentinck.

In a German Government wireless message published through Reuter on November 12 it was stated: "Negotiations are in full swing relating to a common Government between the Social Democratic Majority Party (whose representative, Ebert, at the present time is the Imperial Chancellor at the head of the temporary Administration) and the Independent Social Democrats, as well as the members of the middle-class parties of the late Majority group." Later it was announced that a Coalition Ministry had actually been formed, composed of three members of each Party, namely, Herren Ebert, Scheidemann, and Landsberg (Social Democrats), and Herren Barth, Dittmann, and Haase (Independents). It was first reported that the Kaiser had taken refuge at Count Bentinck's castle of Middachten. Later it was stated that he had gone to the Castle of Amerongen.

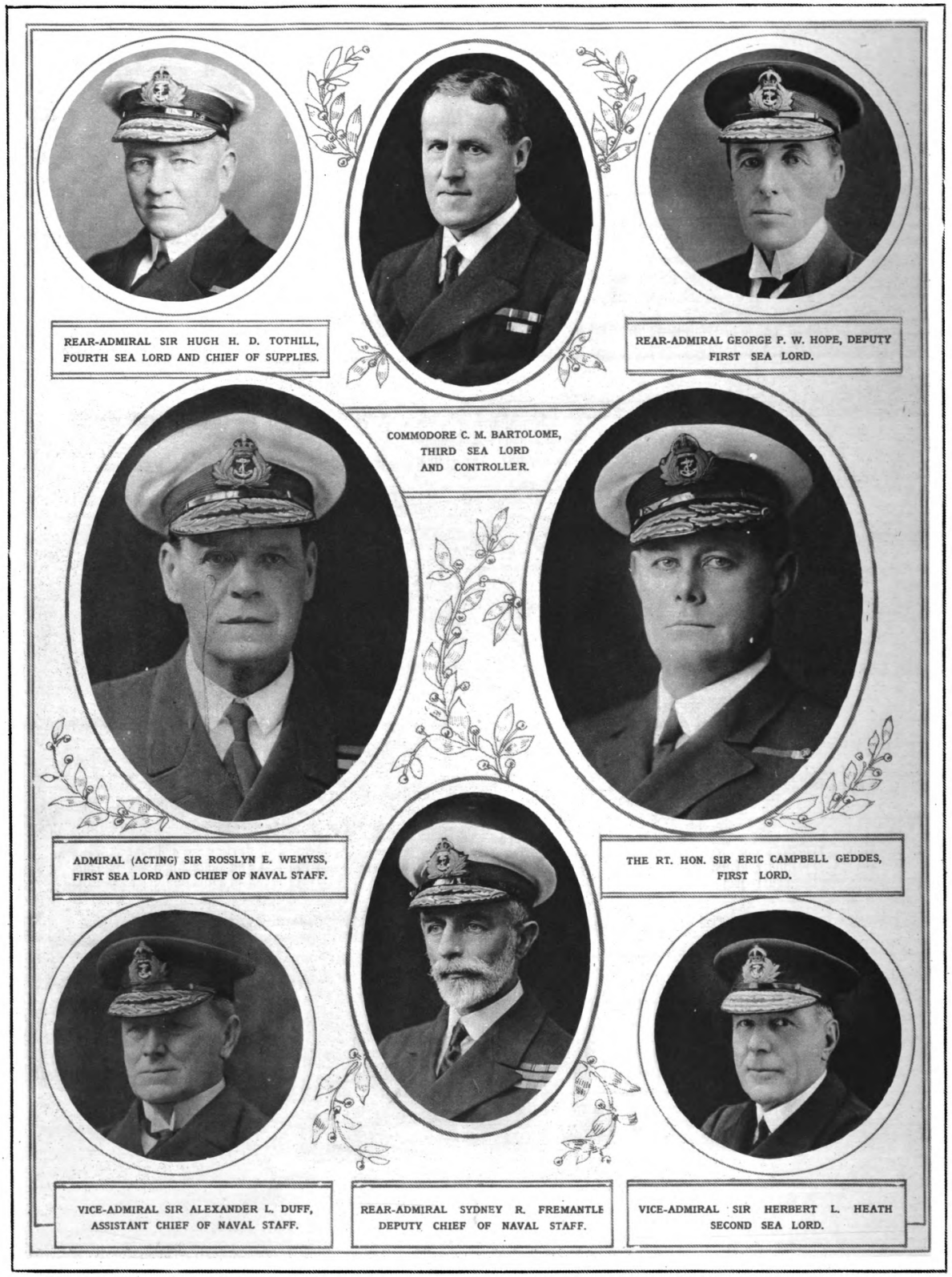
BY LAND: THE BRITISH COMMANDER-IN-CHIEF IN THE FIELD.



FIELD-MARSHAL SIR DOUGLAS HAIG, COMMANDER-IN-CHIEF OF THE BRITISH FORCES ON THE WESTERN FRONT—WITH M. CLEMENCEAU, THE FRENCH PREMIER.

It was in December 1915 that Sir Douglas Haig succeeded Lord French as Commander-in-Chief of the British Forces in the West, and he has carried out his task with brilliant success. "Sir Douglas Haig," it has been well said, "while possessing every technical quality of a soldier, has the mind as well of a statesman and of a great captain of industry. The gigantic industrial activities behind the British front, the gigantic educational schemes necessary to train our new Armies, demand from the Commander-in-Chief an administrative talent not less high than that required from a Prime Minister or a Pro-Consul. In such tasks Sir Douglas Haig has shown himself pre-eminent, and to this capacity he adds the swiftness in design and precision in performance of the foremost captains of history." He was born in Fife in 1861, and was educated at Clifton and Brasenose College, Oxford. He served in the Soudan and South Africa, and afterwards held various high appointments at home and in India. At the beginning of the war he commanded the 1st Corps in the retreat from Mons, and later the 1st Army. His place has been finely won among the heroes of the War whose names will live for all time.

"THE GRIP OF THE NAVY": LEADING MEMBERS OF THE ADMIRALTY.



REAR-ADMIRAL SIR HUGH H. D. TOTHILL, FOURTH SEA LORD AND CHIEF OF SUPPLIES.

REAR-ADMIRAL GEORGE P. W. HOPE, DEPUTY FIRST SEA LORD.

COMMODORE C. M. BARTOLOME, THIRD SEA LORD AND CONTROLLER.

ADMIRAL (ACTING) SIR ROSSLYN E. WEMYSS, FIRST SEA LORD AND CHIEF OF NAVAL STAFF.

THE RT. HON. SIR ERIC CAMPBELL GEDDES, FIRST LORD.

VICE-ADMIRAL SIR ALEXANDER L. DUFF, ASSISTANT CHIEF OF NAVAL STAFF.

REAR-ADMIRAL SYDNEY R. FREMANTLE DEPUTY CHIEF OF NAVAL STAFF.

VICE-ADMIRAL SIR HERBERT L. HEATH SECOND SEA LORD.

At the Guildhall, on Saturday, Sir Eric Geddes said that the enemy had tried to break the naval grip. He could not do it on the surface, so he tried under the water. The enemy realised that if he were going to get out of the war without the collapse he knew was coming, he must somehow or other break the power of the British Navy. So he played his last card, and the British Navy trumped it. Continuing, the First Lord said that he gave place to no one in praise of the consummate gallantry of the fighting forces on land, sea, and in the air, but their gallantry and heroism would not have availed had not the alliance had behind it the power of the Navy. . . . The German High Seas Fleet had not fought. It had gone mad because it did not fight. . . . With regard to the British Fleet, it was never in a higher state of efficiency.

BY SEA: THE COMMANDER-IN-CHIEF OF THE BRITISH GRAND FLEET.

OFFICIAL PHOTOGRAPH.



IN COMMAND OF THE GREATEST NAVAL FORCE THE WORLD HAS EVER SEEN: ADMIRAL SIR DAVID BEATTY, COMMANDER-IN-CHIEF OF THE GRAND FLEET.

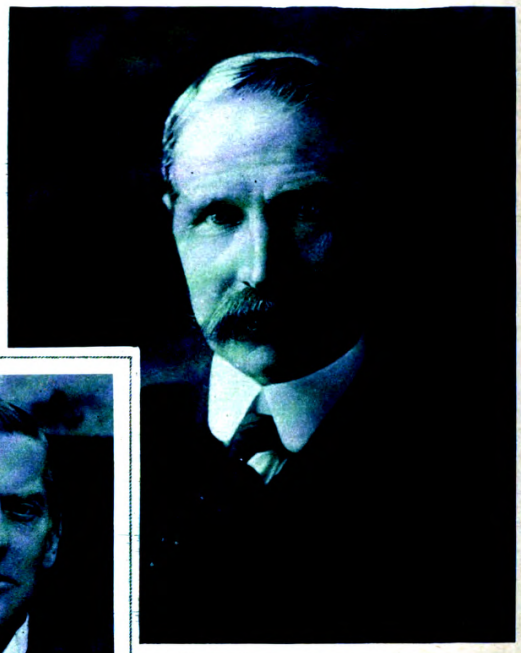
Sir David Beatty was appointed Commander-in-Chief of the Grand Fleet, with the acting rank of Admiral, in November 1916. He had already taken a conspicuous part in the naval operations of the war. When it began he was promoted Acting Vice-Admiral and placed in command of the Cruiser Forces. On August 28, 1914, he fought a successful action in the Heligoland Bight in which three German light cruisers were sunk, without the loss of any British ships. In January 1915 he commanded the British forces in the action off the Dogger Bank on the twenty-fourth, when the "Blücher" was sunk. His own flag-ship, the "Lion," was severely damaged and was towed back to port. Afterwards he was appointed to command the Battle-Cruiser Fleet which he led in the Battle of Jutland on May 31, 1916, when, after very severe fighting, he succeeded in drawing the enemy's fleet towards the British Battle Fleet and establishing touch between them. For his services he received the G.C.B. Admiral Beatty was born in 1871. He distinguished himself in the Egyptian War and in China during the Boxer Rebellion. He became a Rear-Admiral in 1910, when only thirty-eight.

THE EXECUTIVE OF BRITISH WAR POLICY: THE WAR CABINET.

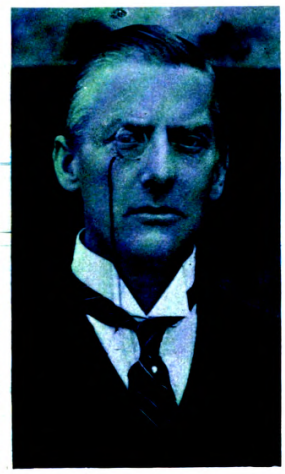
PHOTOGRAPHS BY RUSSELL, BASSANO, ELLIOTT AND FRY, HOPPÉ, AND VANDYK.



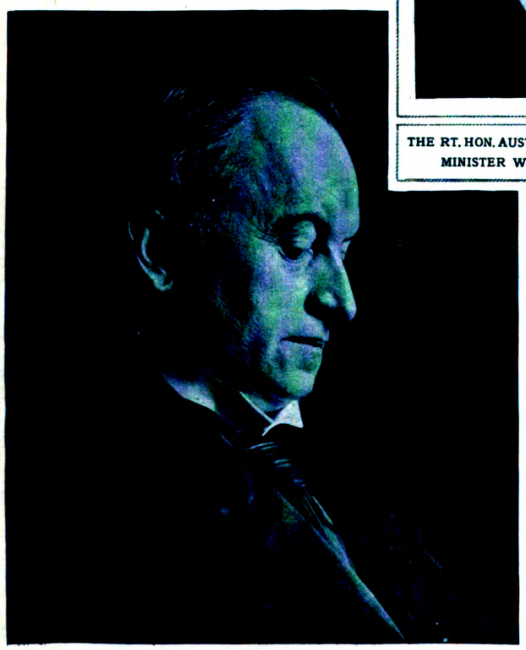
THE RIGHT HON. GENERAL J. SMUTS,
MINISTER WITHOUT PORTFOLIO.



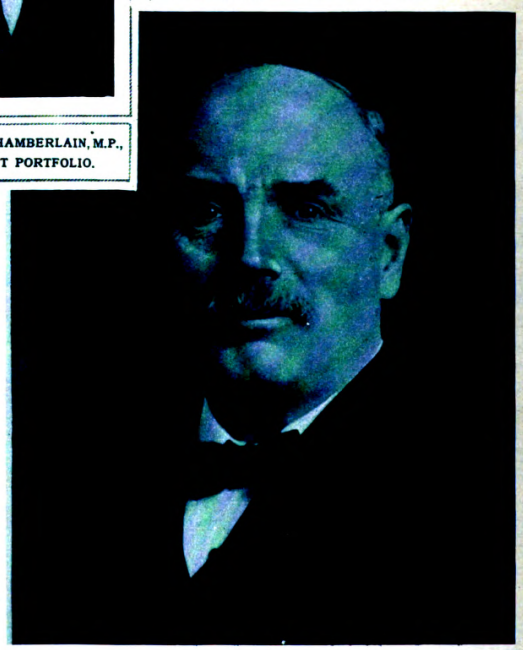
THE RIGHT HON. A. BONAR LAW, M.P.,
CHANCELLOR OF THE EXCHEQUER.



THE RT. HON. AUSTEN CHAMBERLAIN, M.P.,
MINISTER WITHOUT PORTFOLIO.



THE RIGHT HON. EARL CURZON, K.G.,
LORD PRESIDENT OF THE COUNCIL.



THE RIGHT HON. GEORGE N. BARNES, M.P.,
MINISTER WITHOUT PORTFOLIO.

Besides the five members whose portraits are given above, the War Cabinet, of course, includes the Prime Minister, Mr. Lloyd George, of whom a portrait appears on the opposite page. The institution of the small executive body known as the War Cabinet has been one of the new developments of our Government that have arisen out of war conditions. Early in the war it was found that the whole Cabinet was too large and unwieldy a body for the quick decisions necessary in conducting the war policy of the country. The inception of a small executive Cabinet within the larger Cabinet is to be found recorded in a speech delivered by Mr. Asquith as Prime Minister on November 1, 1915: "We have had since a very early period of the war," he said, "a body fluctuating in number from time to time, and which has varied in name—sometimes it has been called a War Council, sometimes a War Committee, sometimes it has gone by other designations—a body to which either general questions of State or questions of strategy in particular areas and arenas have been by the consent of the Cabinet referred." This was the body which eventually became regularised as the War Cabinet.

THE GREAT BRITISH STATESMAN OF THE FINAL PHASE: THE PREMIER.



PRIME MINISTER—AND AT THE HEAD OF THE WAR CABINET: THE RIGHT HON. DAVID LLOYD GEORGE.

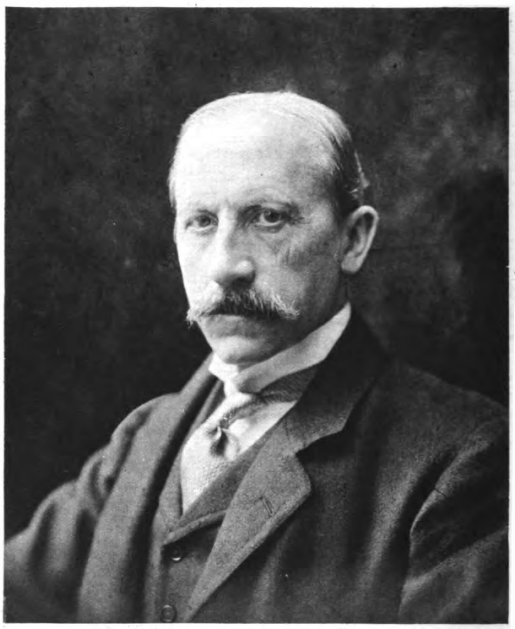
The magnificent work done by Mr. Lloyd George during the war needs no retelling: it is historic, and will ever be remembered with gratitude. Replying for his Majesty's Ministers, at the Guildhall Banquet, he said of Germany and the armistice: "We waited until we had settled the others first. So much for the side-shows. . . . We wanted to get round by the back door to Germany. It helped those who were battering at the front door. What will Germany do? . . . It is either immediate acceptance, or a worse fate. That is her choice, and she has no other. Believe me, I am not speaking in a spirit of exultation, and certainly no spirit of ferocity. I urged the same counsel in the days of discomfiture. I was one of the believers in the knock-out blow. . . . There must be terms that will discourage ambition and arrogance from repeating this atrocity against humanity. We shall do no wrong; we will abandon no right. Justice!" In these finely-chosen terms the Premier expressed the feeling of the whole nation.

THE WAR OFFICE: THE MINISTER; AND MEMBERS OF THE ARMY COUNCIL.

PHOTOGRAPHS BY LAFAYETTE, VANDYK, AND BASSANO.



GENERAL SIR HENRY H. WILSON, CHIEF OF THE IMPERIAL GENERAL STAFF.



THE RIGHT HON. VISCOUNT MILNER, SECRETARY OF STATE FOR WAR.



MAJOR-GENERAL C. H. HARINGTON, DEPUTY-CHIEF OF THE IMPERIAL GENERAL STAFF.



LIEUT.-GENERAL SIR JOHN S. COWANS, QUARTERMASTER-GENERAL TO THE FORCES.

Lord Milner became Secretary of State for War in April 1918, in succession to Lord Derby. He had previously been a Minister without portfolio in the Government which was formed in December 1916. During 1915 he had been Chairman of a Committee on Food Supply in War-Time. In February 1917 he went on a special mission to Russia. General Sir Henry Wilson was appointed Chief of the Imperial General Staff in February 1918. At the beginning of the war he was Assistant Chief of the General Staff to Sir John French. Later he was appointed British Military Representative at Versailles. Sir John Cowans has been Quartermaster-General since 1912. There are four Military Members of the Army Council—namely, Sir Henry Wilson, Sir John Cowans, General Harington, and Major-General Sir W. T. Furse, Master-General of the Ordnance.

THE U.S.A.'s PART IN THE LAST PHASE: GREAT AMERICAN LEADERS.

PHOTOGRAPHS BY TOPICAL AND SARONY.



MAJOR-GENERAL LIGGETT,
Commander of the United States 1st Army on the Western Front.



GENERAL TASKER BLISS,
United States Representative at Versailles.

GENERAL PEYTON MARCH,
Chief of the General Staff, United States Army.



MAJOR-GENERAL R. L. BULLARD,
Comdr. of U.S.A. 2ND Army on the West Front.

VICE-ADMIRAL WILLIAM SOWDEN SIMS,
Commanding the U.S.A. Fleet in British Waters.



GENERAL JOHN PERSHING,
Commander-in-Chief, American Expeditionary Force in France.

The huge military effort of the United States has been a factor of great importance in the final phase of the war. The rapidity with which American troops have been sent across the Atlantic in ever-increasing numbers turned the scale of man-power against the enemy, and their splendid achievements after their arrival in Europe proved that their value was in quality as well as quantity. The victory at St. Mihiel was followed by the great advance along the Meuse, leading to the capture of Sedan. It may be recalled that at first the American troops were brigaded with the French and British. Then the 1st American Army was formed, and General Pershing, the Commander-in-Chief, himself took command of it. Later the 1st Army was placed under the command of Major-General Liggett, and a 2nd American Army was formed, under the command of Major-General R. L. Bullard. The United States Navy has also played a very important part in the war. As, unlike the Army, it was a force already in being when the United States entered the war, it began to take an active share in operations immediately, and its help in combating the submarine campaign was of the utmost value to the Allied cause.

THE DOMINIONS AND INDIA: OVERSEAS PREMIERS AND THE VICEROY.

PHOTOGRAPHS BY SWAINE AND VANDYK.



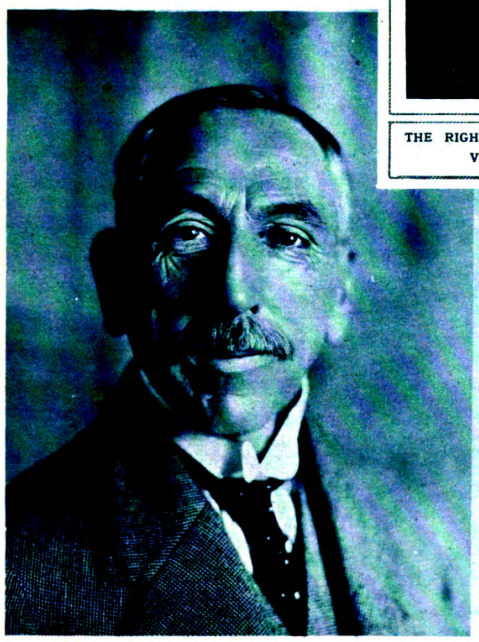
THE RIGHT HON. W. F. MASSEY,
NEW ZEALAND PREMIER.



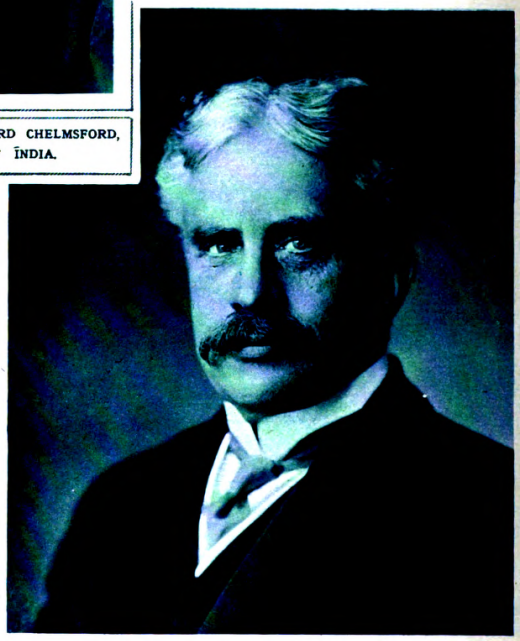
GENERAL THE RIGHT HON. LOUIS BOTHA,
SOUTH AFRICAN PREMIER.



THE RIGHT HON. LORD CHELMSFORD,
VICEROY OF INDIA.



THE RIGHT HON. W. M. HUGHES,
AUSTRALIAN PREMIER.



THE RIGHT HON. SIR ROBERT L. BORDEN,
CANADIAN PREMIER.

That the overseas Dominions and India, by their splendid aid to the Mother Country in the war, have won their place at the Council Table for settling the terms of peace, was acknowledged in the high tribute which the Premier paid to them in his speech at the Guildhall on November 9. Besides the words quoted on another page, Mr. Lloyd George then said: "Last year we consulted them fully as to conditions which this country should impose if it came to a Peace Conference. This year we reconsidered those terms with the representatives of the Dominions and of India at the Imperial War Cabinet, and again arrived at a perfectly unanimous conclusion. . . . What is true of the Dominions is equally true of the great Empire of India, which has helped us materially to win those brilliant victories which were the beginning of the disintegration of our foes."

CANADA, AUSTRALIA, NEW ZEALAND: LEADERS OF DOMINION TROOPS.

PHOTOGRAPHS BY CANADIAN WAR RECORDS AND ELLIOTT AND FRY.



GENERAL SIR A. W. CURRIE, IN COMMAND OF THE CANADIAN FORCES ON THE WESTERN FRONT.



GENERAL SIR JOHN MONASH, IN COMMAND OF THE AUSTRALIAN FORCES ON THE WESTERN FRONT.



LIEUT.-GENERAL SIR ALEXANDER GODLEY, IN COMMAND OF THE NEW ZEALAND FORCES ON ALL FRONTS.



MAJOR-GENERAL SIR ANDREW RUSSELL, IN COMMAND OF THE NEW ZEALAND FORCES ON THE WESTERN FRONT.

The superb part played by the Overseas Troops and the troops from the Indian Empire cannot be overrated. The Premier said the other day: "We must not forget in this old country what we owe to those sturdy children of ours beyond the seas who have set up free households of their own, and of their own free will came to the aid of this land. Their share in the victory has been conspicuous, and they must have a voice which is equal to their sacrifice in the determination of the terms of peace. . . . At Versailles my colleagues and I agreed to nothing which would preclude us from pressing at the Peace Conference, as we intend to, all the conditions which the Dominions, India, and ourselves determined upon at those [Imperial War Cabinet] conferences which we held. These young nations have fought bravely. They have contributed greatly, and they have won their place at the Council Table. What is true of them is equally true of the great Empire of India."

FAMOUS MEN OF THE WAR: NOTABLE PERSONALITI

PHOTOGRAPHS BY RUSSELL, VANDYK, E.N.A., SWAINE, HOPPÉ, LAFAYETTE, ELLIOTT AND FRY, BAS



THE RT. HON. A. J. BALFOUR, M.P., Secretary of State for Foreign Affairs.

THE RT. HON. GEORGE H. ROBERTS, M.P., Minister of Labour.

SIG. VITTORIO EMMANUELE ORLANDO, Prime Minister of Italy.

THE RT. HON. LORD WEIR, Sec. of State and Pres. of Council, Air Minist

MAJ.-GEN. SIR HUGH TRENCHARD, Com.-in-Chief, Independent Air Force.

MAJOR-GENERAL F. H. SYKES, Chief of the Air Staff.

MAJOR-GEN. SIR GODFREY PAINE, Inspector-General of the Royal Air Force.

MAJOR-GENERAL W. S. BRANCKER, Master-Gen. of Personnel, Royal Air Force.

GENERAL SIR WILLIAM ROBERTSON, General Officer Commanding-in-Chief, Great Britain.

RT. HON. SIR AUCKLAND GEDDES, National Service (now L.G.B.).

THE RT. HON. DR. C. ADDISON, M.P., Minister of Reconstruction.

RT. HON. SIR L. WORTHINGTON-EVANS, Minister of Blockade.

THE HON. ROBERT LANSING, United States Secretary of State.

The task of bringing the war to a triumphant conclusion for the cause of the Allies has been one to which great numbers of people have contributed in their various capacities. The men whose portraits appear above have all played a prominent part in the final act of the great drama. It would obviously be impossible here to give details regarding the activities even of this comparatively small group of representative leaders. It must suffice to say that, in all the Allied countries, everyone, high and low, has worked and endured to the end with single purpose, all doing their very best towards the common cause. An eloquent tribute to the countries associated with us against the Central Powers was paid

PROMINENT IN THE FINAL PHASE OF THE GREAT WAR.

R. JAMES, AND BALDWIN; PORTRAIT OF GENERAL TRENCHARD DRAWN BY FRANCIS DODD.



RT. HON. SIR J. P. MACLAY, BT.,
Shipping Controller.



THE RT. HON. JOHN HODGE, M.P.,
Minister of Pensions.



THE RT. HON. WALTER LONG, M.P.,
Secretary of State for the Colonies.



ADMIRAL SIR ROGER KEYES,
Commanding the Dover Patrol.



FIELD-MARSHAL VISCOUNT FRENCH,
Lord-Lieutenant of Ireland.



THE EARL OF DERBY,
British Ambassador to France.



THE RT. HON. WINSTON CHURCHILL,
Minister of Munitions.



COLONEL EDWARD M. HOUSE,
Special Representative of the U.S.A.



THE EARL OF READING,
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THE RT. HON. LORD ROBERT CECIL,
Assistant Secretary for Foreign Affairs.



M. ELEUTHERIOS VENIZELOS,
Prime Minister of Greece.

By Mr. Balfour, as Foreign Secretary, in proposing the toast of "The Allies," at the Guildhall Banquet. "Our Allies," he said, "are to be found in every quarter of the globe, and the forces, physical and moral, which have brought about the triumph of right are not drawn from any narrow area. They cover and represent the civilised world." The French Ambassador, M. Cambon, in replying, spoke of the wonderful way in which the Allied Powers have co-operated. "Our alliance," he well said, "presents the spectacle—very rare, and possibly unique in history—of perfect union in our military effort and in the aims which we are pursuing."

LADIES' NEWS.

THE time is coming when our young Princess of the Royal House of Windsor is to have her good time. We shall have a season in London next year. One takes Mark Twain's advice about any foreshadowing of what it will be like: the future will not be quite as the past. Princess Mary loves dancing, as does the Queen, whose favourite exercise it ever was. Her Royal Highness has expressed her desire to travel, and therein will be her chief pleasure, according to the opinion of those who know her best. In common with girls of other ranks in life, the war period has proved a complete break in social amenities for our young Princess. If she has lost a lot she has also learned a lot, and social amusements will take for her, as for all young people, a more reasonable proportion of their lives. Therefore a far more enjoyable one: pleasure is elusive to chase—but oh, so delightful when it arrives at will!

"Neck or nothing" might be the motto of the hour so far as street dress is concerned. This portion of our frame, which for years has been left bare and exposed to wind and weather, is now being wrapped to the ears, and over, in furs or woolly collars. The puzzle is not to find the wherewithal to cover up necks, but to find neck enough to accommodate the depth of collar which fashion decrees. Women are not all swan-like in this respect, and the only way in which matters can be arranged for those who are not is to invade the province of the back and have the collars set very low down into that part of the coat or cape. Doubtless fashion is a prophetess, and is preparing necks to be once more a white and satin-textured background for jewels, and a pretty *raison d'être* for evening dress. They have become so weather-beaten through their long term of exposure that some cossetting is necessary.

We can get no further than longing looks at the fruit-shops these days. It is not only the grapes that are sour to those whose war-purses are only moderately full, but all the other fruit; also the nuts, which do not cost more to produce. Adding insult to injury, the medical fraternity say that we catch up and develop the 'flu germ more easily because we have not eaten, and do not eat, enough fresh fruit. One doesn't know what to do about it—there will certainly be no money for War Bonds if one eats fruit! There is a way, and a pleasant one too—Eno's Fruit Salts. They are not of a price unattainable, and they supply the elements of fresh fruits to our blood. It is a fact that many people who have imbibed Eno for a long time regularly have had no 'flu. The dear doctors have to say something, and they have said very many things about the cause of the 'flu fiend catching such a firm hold—so many that if we believed three-quarters of them, and acted on the advice, we could assuredly do nothing else. 'Flu apart, Eno's is a nice, clean, pleasant drink, and it undoubtedly does make the internal wheels go round easily.



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Sir Dyce Duckworth is a broad-minded man, and of wide experience. He admires whole-heartedly the work done for the nation by women in replacing men. At the same time, he looks upon it as emergency work, and deplores continuance of it when the emergency is past. As a doctor, he says with decision that women cannot do the work of men, and that only doctors know how many have broken down under the strain of trying. This he said at a meeting last week of the Co-operation Committee of Navy and Army Male Nurses. Women had largely to take the place of these men, who had, of course, joined up. Even in the profession most truly womanly there were cases that only men attendants could adequately deal with. There can be no doubt that Sir Dyce is right; but when he hopes that women will keep to their homes when peace comes, we must remember how many will have no homes—also how many will have to be bread-winners. Of course, he did not go into the question deeply, but, even superficially, let us hope that men will do hard work, and leave selling ribbons, waiting at restaurants, and many other feminine occupations which they have followed, to our sex, and that they will be better paid and the conditions be more comfortable for women.

The Queen's first inspection of a Guard of Honour was during the illness of the King, after his accident in France, when she fulfilled one or two military engagements in his stead. Last week her Majesty in a business-like way inspected the Guard of Honour formed of a dozen girls from each of the women's Services. They were drawn up at the entrance to the Headquarters of the London Scottish, Buckingham Gate, and the occasion was an invitation specimen entertainment to show the lines on which thousands will be given throughout the country when the Services are at work. The artists were nearly all the girls or their officers, and they showed decided and varied talent. The Queen was quite pleased, and spoke of the necessity for healthy amusement to vary the monotony of work. It would be a great help if residents in the neighbourhoods of camps, aerodromes, and naval bases would remember the women officers, or administrators, in their hospitalities. Often they are very lonely and dull, and would immensely appreciate just such kindness as is shown to men officers.

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(as illustration).

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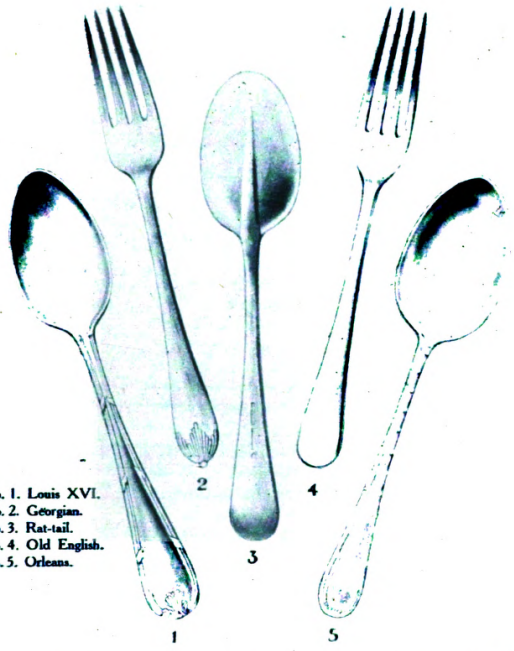


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THE WORLD OF FLIGHT:

IMPROVING OUR AIRCRAFT.

By C. G. GREY, Editor of "The Aeroplane."

IT has already been pointed out in several quarters that the greatest danger of "Peace Talk," and the consequent raising of the idea that the war was nearly over, was that it might cause a slackening of effort to win the war. This effect does not follow where troops in the field are affected, for the result, so far as they are concerned, is to convince them that the enemy feels beaten, and thus they are roused to fresh offensive efforts in the hopes of securing complete victory before the coming of peace stays their hand. The troops, and the air forces which work with them, are freed from the feeling that it is always necessary to keep "a little bit up their sleeves" for possible defensive action, and so they are able to let themselves go "all out" in attack. To this extent a Peace Offensive on the part of the enemy is all in favour of the Allies. But the danger comes in at home. If the workers in munition factories (including aircraft factories) and those in more responsible positions who are charged with the production of munitions (including aircraft) had once got it firmly into their heads that the war would be over by Christmas, or over by June, or over by this time next year even, there would have been the danger of their ceasing their efforts to produce to the utmost (so far as the workers are concerned) and of their ceasing to trouble about new and improved kinds of munitions (as concerns those in higher positions).

So far, for all Germany's protestations of willingness to accept an honourable peace, there seemed nothing to disprove the theory that the whole Peace Offensive was a very clever scheme to get the German Army back to the Meuse or the Rhine—minus, perhaps, half-a-million or a million inferior troops who had been thrown away in rear-guard actions during the retreat. With the remaining four or five million troops, on a shortened line, doubtless the German High Command hoped to stall off the Allies' attacks on Germany itself, and so to wear out the patience of the Allied peoples till they forced their Governments into making a peace which would be satisfactory to Germany.



FOR QUICK TRANSIT: A FIELD-GUN IN A MOTOR-LORRY.
Official Photograph.



AT A RIVER CROSSING ON THE WESTERN FRONT: HAULING A STUBBORN MULE ASHORE.
Official Photograph.

Now evidently any slackening of effort at home, and especially any slackening of the effort to produce new and improved types of aircraft, would have played into the hands of the enemy, in that it would have increased the difficulty of the armies in the field in breaking down Germany's last defence—and, on the other hand, would tend to wear out the patience of the people at home. If it had become necessary to enter into a new phase of the war, in which our armies found themselves battering against the rock walls of the Rhine, then it is evident that aircraft would be of greater importance than ever before. They would be still more important in directing massed heavy artillery of the Allied armies; they would be still more important in keeping the German aircraft from interfering with our operations; and, above all else, they would have been more important in carrying war into Germany over the heads of the German Army. Recently there have come into operation several new types of German aeroplanes which, although not the equals in performance of the pick of the British aeroplanes, are considerably better for their various purposes than anything which the Germans have possessed hitherto. Which shows that, for all their Peace Talk, the German aeronautical authorities had not ceased to strive for new and improved types of aeroplanes. They, at any rate, seem resolved to go on improving whether the war is over to-morrow or was likely to go on for years to come. Therefore it is evident that, although 1919 is to be a year of peace and not of intensified war, we must go on improving our aircraft.

One is moved thus to emphasise the need for improvement because of the over-optimistic opinions

[Continued overleaf.

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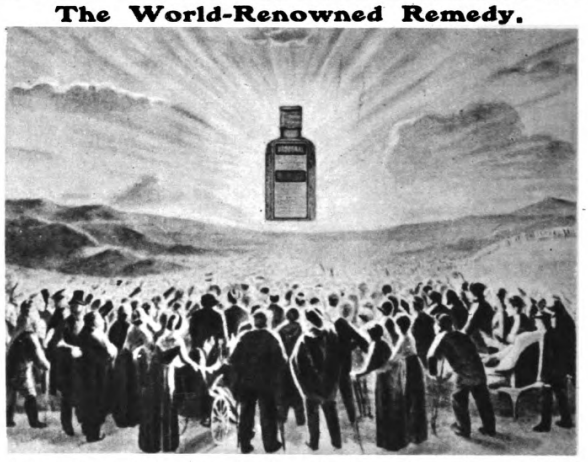
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A MINOR TRAGEDY

By ESTELLE.

"DON'T desert me, Clara," I begged, as my friend rose to go; "that odious Mrs. Hammerton is coming, and I don't feel equal to tackling her alone."

"Sorry," replied she, "but I 've got a committee meeting. Just tell me that recipe of yours for a shampoo once again—sallax, smallax, what's the name of the stuff?"

"Stallax," I replied. "It 's best to rub a little olive-oil into your scalp before washing your hair. You needn't rinse it afterwards—isn't that a joy? It 's just the thing to keep that fair hair of yours the same colour, and to make it look 'like a poet's dream.'"

"That settles it; if you get romantic, I won't stop a minute. Bye-bye, Mabel—thanks, awfully." With that she left me.

I was not pleased to hear Mrs. Hammerton ushered in. I am not fond of Mrs. Hammerton, who has "risen" in life, and proclaims it by an atrociously patronising manner. Moreover, it always distresses me (I am not a nice person) to see a person with a coarse, wrinkled skin, and neglected, faded hair, wearing ultra-fashionable clothes.

"Ha-ow do you do? Dreadful weathah we are having, are we not?" she drawled out as I poured out tea. "Ha-owevah do you keep so wol-looking. Of course, *you've* nothing to do."

I am just recovering from a breakdown caused by two years in an aeroplane factory. I felt my temper rising. The conversation dragged on; then I bethought me of my knitting. I went upstairs to fetch it, and was some time in finding it.

When I returned to the drawing-room I heard a strange sound, like sobbing, and to my utter amazement I found Mrs. Hammerton in *tears*. It was so unexpected, so utterly unlike, that I could only stammer out—

"Don't—oh, please don't; isn't there anything I can do—oh, what is the matter?"

She calmed down soon, and blurted out in a manner which was quite unlike her former patronising way—

"I c-can't help it. I must tell someone—it 's just this. When I married John I was a good-looking girl, though you wouldn't think it now; but we 've been through some hard times together, and my looks went years ago. John 's just as kind to me, and now we 've got money he gives me all the pretty things I used to hanker after when I was young. But I look a silly, ugly, old fool in them—I won't go to a beauty-doctor and be giggled over. I can't tell John—he wouldn't understand."

I soothed her, and I said—

"Dear Mrs. Hammerton, you mustn't worry, you really mustn't. If you 'll let me be hatefully rude and interfering, I think I can tell you a few ordinary home recipes which will make all the difference to your looks. You 've obviously been pretty, but you 've lost the freshness and smoothness of your skin, and the thickness and brightness of your hair, two things without which Venus herself would be very plain. You suffer from enlarged pores, too, which cause blackheads. If you went to an American beauty specialist you would probably be 'skinned,' a painful process which would remove the outer, soiled skin, and leave the new, clear complexion underneath exposed. The principle of 'skinning' is sound, but there are three objections—the pain and unsightliness of the process, the expense, and the fact that the treatment necessitates one laying up for several weeks. The only safe way to adopt this principle without its unpleasantness is to obtain some mercolised wax from the chemist's and smear it lightly over the face and neck, washing it off in the morning with warm water. The curious property of this wax is that it absorbs the soiled particles of the outer skin painlessly and invisibly, leaving the new skin underneath free to breathe. It can be used as often as required, and the cost is trivial. Blackheads are always disfiguring, so, having cured the ones you have, you must prevent others from forming. Blackheads are caused by enlarged pores, and generally form round the mouth and nose, where the pores are always more open. Enlarged pores also cause undue 'shininess' by excessive oily secretion, and they make the skin look coarse. For this purpose stymol is recommended. Dissolve a tablet in water; it will make a lovely effervescent lotion which will loosen any existing blackheads and prevent others from forming by gently closing the enlarged pores. Of course, it also makes a wonderful improvement in the texture of your skin.

"Now you need a lotion to protect your complexion and to give it a lovely 'finish.' Powder is absurdly expensive; the cheaper kinds contain many harmful things. If you obtain some cleminite and mix it with water, and apply a little with the finger-tips, your skin will keep the delicious 'peach-like' look for hours. If you feel tempted to rouge—my advice Don't—powdered colliandum looks absolutely natural, and doesn't hurt your skin a bit.

"Do I know anything to bring back the colour to your hair? Let me see—I think the best thing would be to get 3 oz. of bayrum and mix it with 2 oz. of tammalite. Apply it with a clean tooth-brush. It 's a marvellous tonic, and your hair will gradually regain its natural colour, besides growing thicker and stronger. Yes, I always shampoo with stallax."

Mrs. Hammerton listened with almost painful intentness, and at last she said—

"I 'll try every one of your notions, Mrs summers, and I can't thank you enough. If I ever look a quarter as pretty as you, I 'll think myself lucky."

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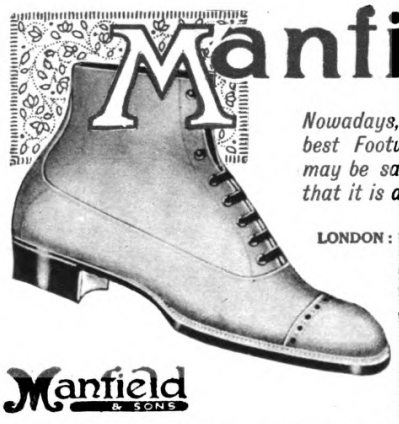
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(Continued.)

which one has heard expressed by a good many people who are more or less concerned with or interested in aircraft. Some seemed to be of the opinion that, as our aviators in the field had so decidedly the upper hand of the enemy, it would only be necessary to increase the quantity of aeroplanes and engines commensurately with the growing number of pilots, and that we should be all right. This point of view is, of course, very comforting to the manufacturer who is out to make huge war-profits. He has all his tools and jigs and dies ready to produce aeroplanes or engines of a certain type, and increasing output is merely a matter of more hands and new buildings and a few more machine-tools. Without much trouble he could increase his output—and his profits—very considerably, and at the same time persuade his conscience that he was really helping to win the war.



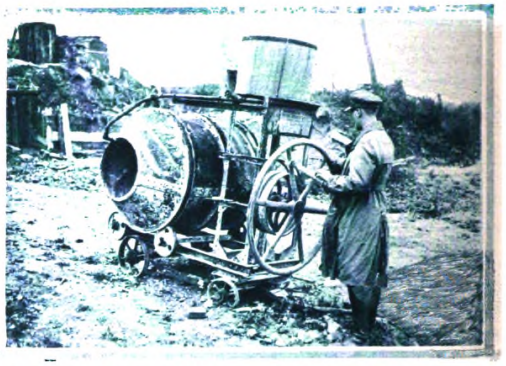
ON THE WESTERN FRONT: THE 380-MM. GUN OF CHIGNOLLES.
Official Photograph.

A similar outlook is not uncommon among Government officials in departments concerned with production. The more the material which is produced through the efforts of a given department the greater is the credit due, naturally, to the officials of that department.

Human nature being what it is, one cannot be surprised that some manufacturers of aircraft, and some officials concerned with aircraft, regard change of type—which is a necessary concomitant of improvement of aircraft—as disastrous. In the one case, it means new tools, jigs, and dies, reorganisation of production, and temporary reduction of output—and profits. In the other, it means reduction of output only—but reduction of output may mean loss of *kudos*. Consequently, constant changes of type are apt to be unpopular.

Yet it is almost a commercial axiom that the most successful manufacturer is not he who merely produces the greatest output, but he who can change his factory quickest from one product to another in order to catch the market. The "market" in aircraft at the front has been constantly changing, thanks to enemy versatility; and so it behoved us to keep changing also, not merely with the enemy, but as long before him as possible. And it is easily demonstrable that throughout the war the best British aeroplanes have always been a year ahead of the best German machines, so there was no difficulty about keeping ahead. Even if peace had been delayed for a further three months, or six months, then the need for changes and improvements in aircraft would have been just as great as if the war had gone on for another ten years. And it is the prime duty of aircraft manufacturers and official people alike to introduce new types as quickly as possible.

In the first place, it is obvious that whatever Government may come into power after the war must of necessity cut down expenditure on war material to a minimum. In the second place, it is equally obvious—except to Peace Cranks and Conscientious Objectors—that the command of the air is as necessary to the continued existence of the British Empire as is the command of the sea. Therefore, if our air fleet after the war is to be cut down, it is necessary that it shall be of the highest efficiency and composed of the very newest and best aeroplanes and engines.



USED IN THE CONSTRUCTION OF PART OF THE HINDENBURG LINE: AN ENEMY CONCRETE-MAKING MACHINE.—[*Official Photograph.*]

It is also obvious that after the war there will be precious little public money available for the purchase of experimental aircraft. Therefore it is necessary for the experimentation to be done now that the war has stopped, so that the few aircraft which will be ordered for the Royal Air Force after the war shall be of the most advanced types in the world.

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METHOD OF PREPARATION.—Cook the macaroni until tender; make a sauce in the following manner. Melt the margarine in a saucepan; stir in the flour; add the milk, and boil for five minutes. Cut the macaroni in pieces of about one inch; throw it into the sauce; season, and mix in the grated cheese. Allow the mixture to cool and then add the two eggs *well beaten*. Place in a well-greased basin or mould and bake for thirty minutes.

The haricot beans should be soaked overnight and cooked until tender. Chop the onion and fry lightly; strain the beans (saving the liquor); dissolve 4 teaspoonfuls of OXO in some of the liquor the beans were cooked in, add the onion and beans, and season nicely. When the macaroni is firm turn out on a dish and pour the prepared beans round.

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WAR AND THE WORD-MAKER.

By E. B. Osborn.

IN his famous little book, "On the Study of Words," Archbishop Trench begins one of his chapters with the lines of Keats, "Some watcher of the skies When a new planet swims into his ken," in order to convey to his readers some glint of "the feeling wherewith we watch the rise above the horizon of words, destined it may be to shine for ever as luminaries in the moral and intellectual heaven above us." The philologist's feeling of joy and wonderment, I find, is also shared by little children when they discover a new word—the longer the better—in the casual conversation of grown-up people. My own tiny daughter is a joyous collector of "bigormous" words, which she unexpectedly introduces into her nursery talk, to the amusement and amazement of her elders, and deals out with the punctilious accuracy admired by Gladstone in the late Charles Lister's pronunciation of "ornithorhyncus." Charles Lister was only four years old when he first met the old, hawk-eyed statesman, and told him the names of the most abstruse beasts in his favourite picture-book—and they parted on terms of mutual esteem, for the wise little boy afterwards said that the distinguished visitor seemed a very intelligent man.

The war has not changed the dictionaries as it has changed the map of the world. But many new and strange words and phrases have swum into our ken since it began, and some of these are destined to remain in the language as memorials of the world-wide struggle now coming to a just conclusion. It is surprising how little our singularly inclusive tongue has been affected by previous wars. "Napoleon," as the name of a petty card-game, and "Wellington," as the name of a discarded form of boot, are the only memorials in English of the tremendous war in which England saved herself by her efforts and Europe by her example. The war of Italian liberation is remembered in the forgotten name "Garibaldi" of a kind of blouse which was originally red—like the shirts worn by the members of Garibaldi's forlorn hope. A glaring aniline dye discovered in 1859 was called "magenta" after a battle which was then a fresh crimson stain on the scroll of history. "Commandeer" seems the memorial word of the South African War; but old Army officers still say that a superseded leader has been "stellenbosched," Stellenbosch being the district to which the failures in Kaffir wars were officially relegated.



ON THE WESTERN FRONT: HIGHLANDERS COMING OVER A RAILWAY BRIDGE AFTER IT HAD BEEN BLOWN UP BY THE GERMANS.—*[Official Photograph.]*

Since the whole nation, women as well as men, was deeply engaged in the recent war, an unprecedented number of war words have been added to the language. For example, there are all the winged words of the air fighters—"zoom," "quirk," "stall," "streamline," "rumpty," "flip," and many others, some of which are already passing out of the category of illuminated slang, bright with delight from within. "Blighty," "conchies," "Waac," "camouflage," "defeatist," "Cuthbert," "strafe," "funk-hole," "profiteering," and "Bolshevism" are other bits of crystallised history which, even if they fall out of popular parlance, will still exist in a corner of the complete dictionary—as weather-worn grave-stones remain in disused churchyards. And old phrases employed in a new sense, such as the poetical "going west," will survive as themes of the philologist's wonderment. Yet, as time goes on, even the best-remembered of these war terms will be lost like a scattering of raindrops in the vast ocean of English speech. In far days to come the philosopher of words will ask how it came about that the giant events in which we were involved, "Thundering like ramping hosts of warrior horse," should serve but "To throw that thin faint line upon the shore"? Nothing, perhaps, so clearly shows that the resort to arms is an anachronism than the fact that a religious or even an artistic movement creates more new words than the greatest agony of world-warfare.

Women will take the great majority in favour of their admission to membership of Parliament as a chivalrous acknowledgment from men of what women have done and are doing in the Empire's time of stress. It by no means follows that many women will appear in the House of Commons; with the acknowledgment of their right to be represented there by members of their own sex they will be well content. It will be a distinct benefit to have some women of experience to steer Bills through which bear upon questions closely affecting children.

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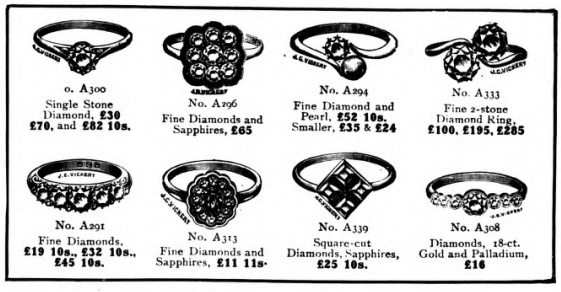
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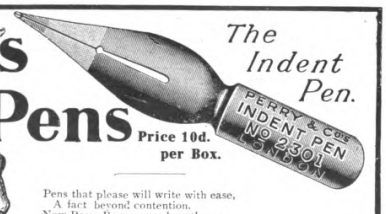
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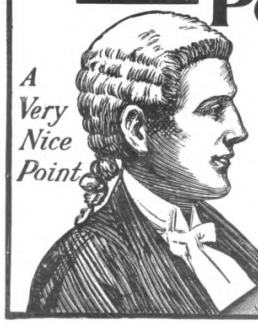
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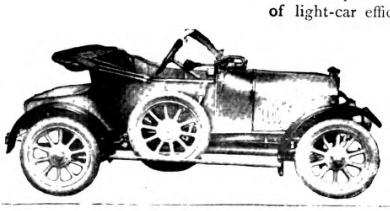
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Get fit and keep fit! Fitness—mental and bodily well-being—is a state which every man, woman and child owes it to the Empire in the great days coming to achieve. As the Prime Minister has told us, we cannot have an A 1 Empire with a C 3 population—yet, as the grading of the nation's manhood has shown, out of every 1000 men of military age over 50 per cent are more or less unfit.

To what a mass of suffering this unfitness must, in the aggregate, amount! How hard for those who suffer to keep smiling—until they realise that nine times out of the ten they suffer needlessly, that it is not disease which is the matter with them but *irregularity of habit*, and the train of ills that irregularity of habit brings. Then they smile—first, in self-pity; afterwards, when they have found relief, in sheer light-hearted joy.

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CHESS.

To CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

J F KING (Margate).—We regret we have no space for such contributions. Problems of four and five moves deep are not looked at nowadays. We thank you all the same.

H GODDARD.—We cannot reply by post. In any case, a problem of five moves is of no use to us.

J PAUL TAYLOR.—Your problem fails after B takes P (ch).

A M SPARKE.—You have overlooked Black's defence of 1. R to Kt 3rd.

F W PINNES (Aberdeen).—We cannot refer to the position at the moment, but if you will look again at the problem you will find it correct in every particular.

CORRECT SOLUTION OF PROBLEM No. 3791 received from Alta Club (Salt Lake City); of No. 3793 from J B Camara (Madeira) and C W Moore (Nova Scotia); of No. 3794 from R F Morris (Sherbrooke, Canada) and Frank W Pinnes, M.D. (Aberdeen); of No. 3795 from J Isaacson (Liverpool) and G S Sharp (Birmingham); of No. 3796 from E M Vivars (Norwich), R G Bennett (B.E.F., France), F Ball (B.E.F., France), C C Haviland (Frimley Green), R J Lonsdale (New Brighton), Peter Maclean (Ross-on-Wye), E J Gibbs (Upton Manor), Jacob Verrall (Rodmell), C Turner (Staines), and J Isaacson (Liverpool).

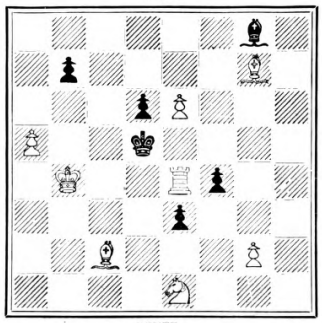
CORRECT SOLUTIONS OF PROBLEM No. 3797 received from J C Stackhouse (Torquay), H Grasett Baldwin (Farnham), G Stillingfleet Johnson (Seaford), J Fowler, A H H (Bath), H Goddard, and H F Brock (Devonport).

SOLUTION OF PROBLEM No. 3796.—BY F. W. ANDREW.

WHITE	BLACK
1. Q to B sq	Any move
2. Mate accordingly.	

PROBLEM No. 3798.—BY G. STILLINGFLEET-JOHNSON.

BLACK.



WHITE.

White to play, and mate in three moves.

CHESS IN AMERICA.

Game played in the Championship Tournament of the Pittsburgh Chess Club between Messrs. BOWERS and DOLDE.

(Centre Counter-Gambit.)

WHITE (Mr B.)	BLACK (Mr. D.)
1. P to K 4th	P to Q 4th
2. P takes P	Q takes P
3. P to Q 4th	Kt to Q B 3rd
4. Kt to Q B 3rd	Q takes P
5. B to K 3rd	Q takes Q
6. R takes Q	B to Q 2nd
7. Kt to K B 3rd	

The course of the opening is a novel one, but it serves to accentuate the objection to this particular defence that it leaves little more than a draw to be hoped for.

7.	P to K 3rd
8. B to Q Kt 5th	B to Q Kt 5th
9. R takes B	

A spirited effort to secure an advantage, which at any rate puts life into the subsequent play.

9.	K takes R
10. Kt to K 5 (ch)	K to K 2nd
11. Kt tks Kt (ch)	P takes Kt
12. B takes P	B takes Kt (ch)
13. P takes B	R to Kt sq
14. Castles	R to Kt 3rd

Wisely offering back the exchange in face of the combined action of the two adverse Bishops.

15. B to B 5th (ch)	K to B 3rd
16. B to Q 4th (ch)	P to K 4th
17. B takes R	R P takes B
18. P to K B 4th	Kt to K 2nd
19. P takes P (ch)	K takes P
20. B to R 4th	Kt to B 4th
21. R to K sq (ch)	K to B 3rd
22. R to K B sq	K to Kt 4th
23. B to Q 7th	Kt to Q 3rd
24. P to Kt 3rd	P to K B 4th
25. P to K R 4 (ch)	K to Kt 3rd
26. P to Q B 4th	R to Q sq
27. B to K 6th	

The position is here what is the logical outcome of the opening—a draw, but White now, by this and his next move, blunders away a piece, and with it the game.

27.	R to K sq
28. R to K sq	K to B 3rd
29. P to Q B 5th	P takes P
30. R to Q R sq	R takes B

White resigns.



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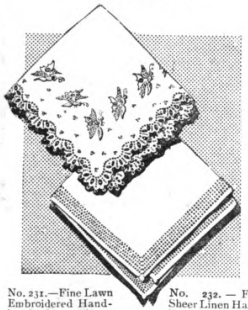


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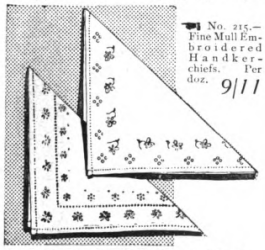
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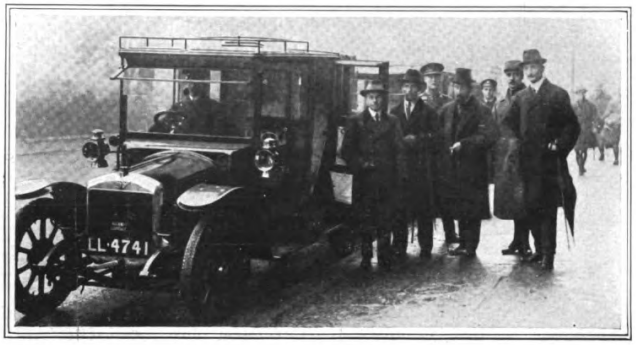
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THE CHRONICLE OF THE CAR.

The Fusion Reports.

I hear that, after all, the negotiations regarding a fusion of interests of the R.A.C. and A.A. are not entirely off. There have been certain misunderstandings, as I said last week, but there is at least some hope that these may be removed and a happy issue be arrived at in the end. It is very much to be hoped that something will come of it all. After the war we have got to put all our affairs and institutions on a completely new footing. To go back to the bad old methods of pre-war days will not do at all. Competition is an excellent thing in its way; and, while we were in process of building up the great automobile movement, it well served its purpose by keeping our institutions up to the mark and causing them to seek ever new ways of attracting membership. It has given us all the advantages these institutions now hold out as the equivalent of our subscriptions, and it is hard to see wherein either the Club or the A.A. could better its organisation. But the trouble is—if it be a trouble—that each gives us practically the same advantages and facilities, so that in very many directions their work overlaps considerably, and there is a consequent waste of effort and of money. It is all very well to argue that each has a right to spend its funds in the way that seems best to itself. That was an argument that went well enough in the old days before the war; but now, when economy and efficiency must be the order of the day, we shall have to revise all these archaic methods. Let us take, for example, the road patrols of the two bodies. Before the war it was a very common sight to see an R.A.C. patrol and an A.A. scout standing together at some fixed point, each saluting the occupants of cars carrying the badge peculiar to his own institution and each engaged on identically the same work, except that the peculiar charge of either was to try to persuade the casual wayfarer who inquired that Codlin was the friend rather than Short. Then each of these bodies had undertaken the essential work of trying to improve hotel accommodation, and each sent its inspectors down to look at hotels all over the country. When an hotel was approved by the one, it followed almost as a matter of course that, being one of the best in the town, it received the *cachet* of the other. Naturally, this meant that two persons, or two committees, duplicated the work of inspection, and money in addition was wasted in travelling and other expenses.



TOURING LONDON: FRENCH EDITORS AND THE AUSTIN CARS THEY ARE USING

A Working Agreement as Alternative.

It was so in many other directions. Work was done and expense incurred twice over to no particular purpose. I do not think anyone could be found to defend the system of dual effort, and it is therefore quite clear that a complete change is both necessary and desirable. For my own part, I should like to see that

[Continued overleaf.



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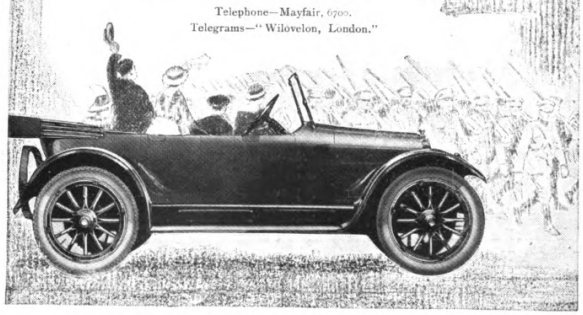
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(Continued.)

change take the shape of an amalgamation pure and simple; but, if that desirable consummation cannot be achieved, then as an alternative a sound working arrangement for the saving of overlapping ought not to be beyond the bounds of practical politics. For example, we can turn back to the matter of road patrols. Why should not either the R.A.C. man or the A.A. scout be removed from such a point as, for instance, the foot of Brockley Hill, on the Edgware Road? Both are not needed—I am not at all sure that either is a necessity nowadays—and it follows that the work and wages of one is being thrown away. It ought not to be particularly difficult to arrange the scheme of things so that the servants of one body should be at the disposal of the members of both on a reciprocal basis, given that the goodwill exists.

Again, in the matter of hotel certificates. The bulk of the membership of both institutions is drawn from the same classes of the community, so that their needs and resources are identical. Therefore, it seems to me that I shall be quite safe, as an Associate of the R.A.C., in accepting the certificate of the A.A. as to the fitness of any hotel at which I may contemplate staying. Conversely, as an A.A. member, the R.A.C. recommendation carries with it all I want. Why, then, is it necessary that I should be confronted at nearly every hotel I visit with two enamelled sign-plates—each costing money and time to convey and erect—informing me that this establishment is approved by both R.A.C. and A.A.? To me it seems altogether redundant, not to say foolish. Surely the hotels of the country could be so sectionised that one body could certify those in one district and the other those somewhere else, and thus save overlapping. I know the answer which would have been given before the war—and may be now—which would be to the effect that advertising pays, and that the patrols and sign-plates are as much an advertising "stunt" as anything else. W. W.

Even Scrooge himself, that curmudgeon and killjoy in his unconverted days, would not be proof against the influence of the great show and bazaar at Gamage's popular establishment in Holborn. The Children's Season is the keynote of the big bazaar and Christmas show, among the tempting features of which is a Juvenile Royal Academy, on the walls of the great Toy Hall, in which are striking pictures, in colour, with a life-sized Gulliver in Lilliput Land, showing a number of incidents in the story of that immortal hero of nursery lore; and in the middle of the hall is a big model of Lilliput Town itself, attractive with its tiny houses under the hills, the scene completed by trees and river, pleasure-boats, and a grim fortress, in piquant contrast with the general air of rural peace. Other features include demonstrations of popular constructional toys, and hundreds of other delightful gifts for boys and girls of all ages. Useful and attractive seasonable presents are to be seen in other departments in great variety, the collection including electro-plate in many forms, handbags, household utensils, articles of clothing—such as socks, scarves, Cardigan jackets, gloves—and many other sensible and seasonable gifts, sure of a welcome from their recipients, the more so now that the horrors of war have passed away like an evil dream. No wonder "Gamage" is a household word, and the Holborn bazaar so popular a resort.

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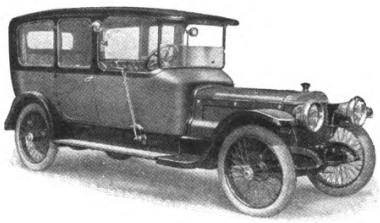
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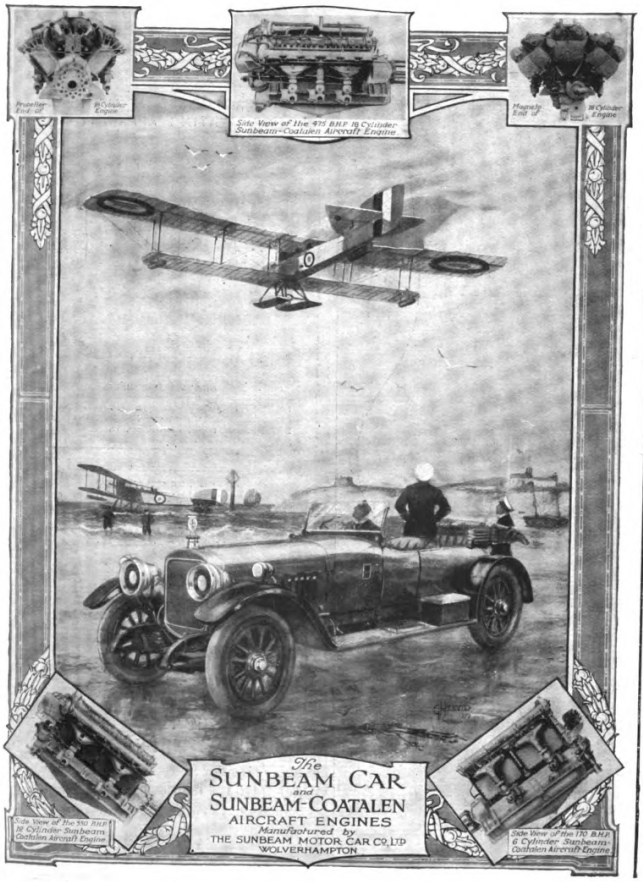
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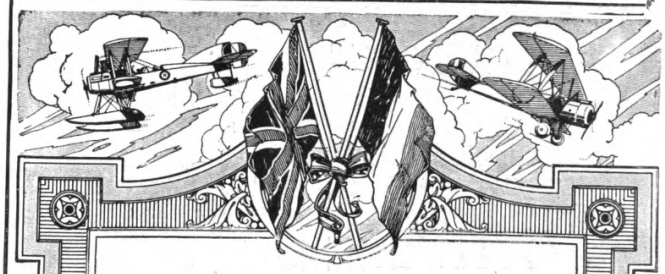
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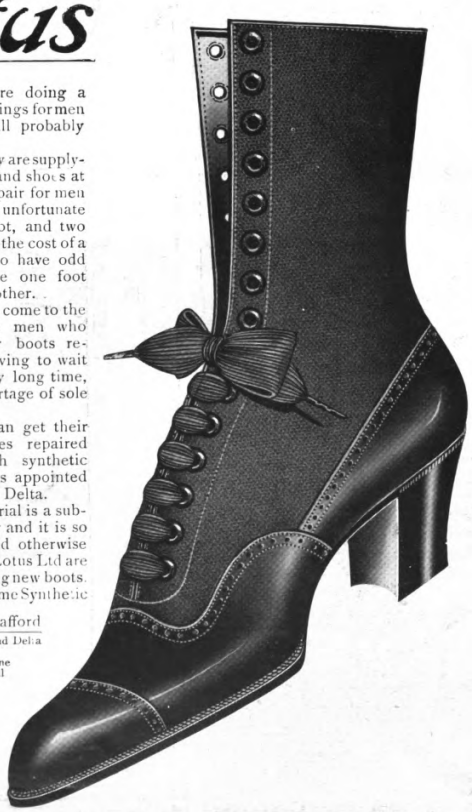
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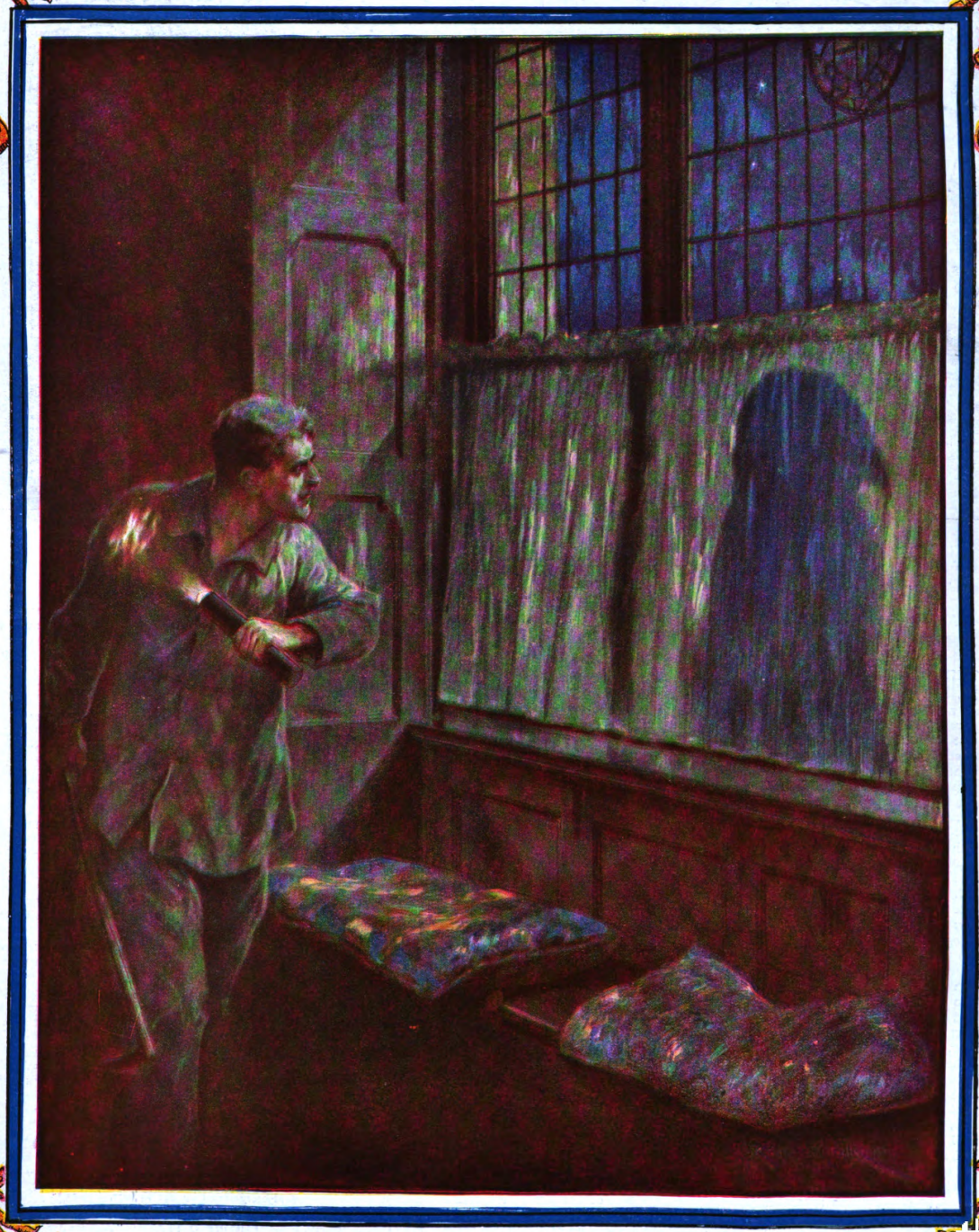
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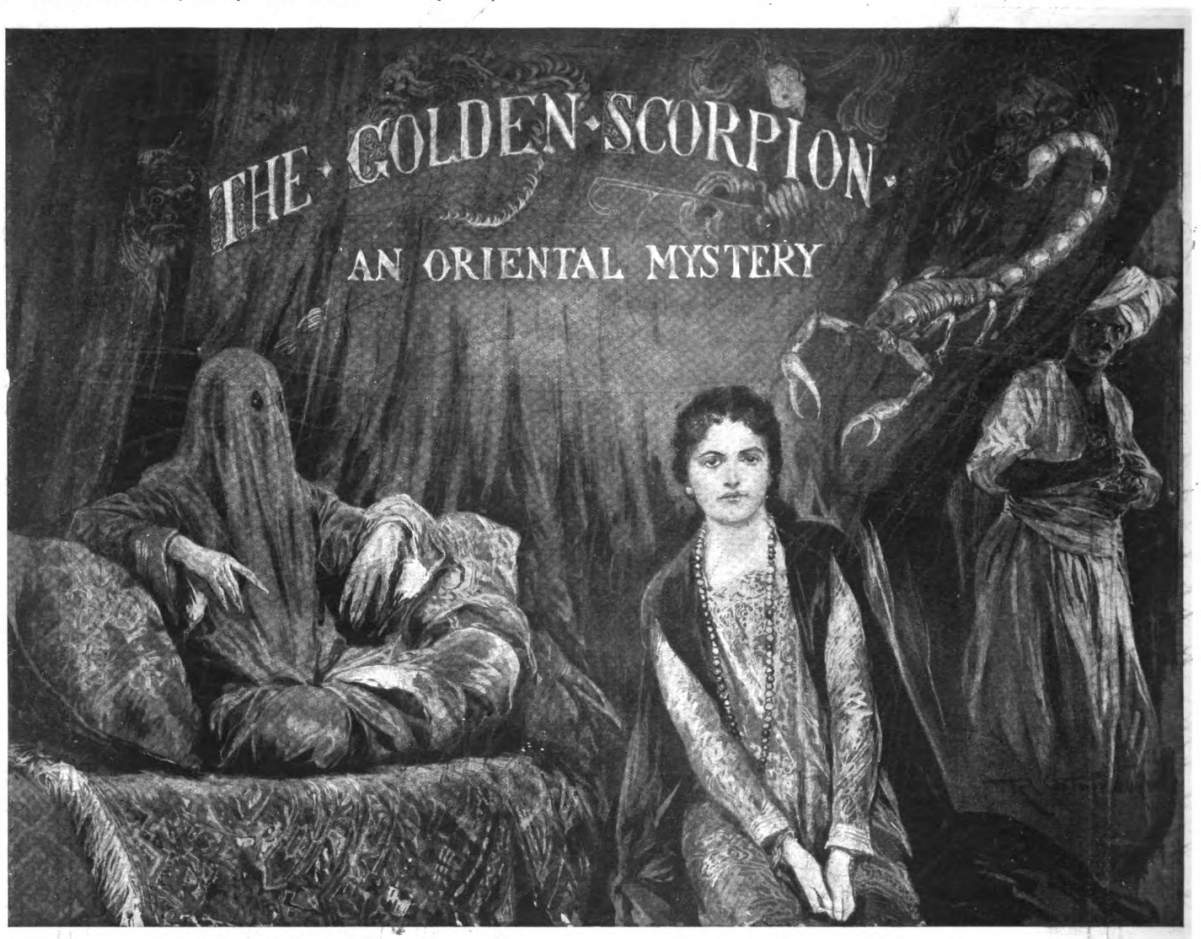
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PART I.—THE COWLED MAN.

CHAPTER I.

THE SHADOW OF A COWL.

KEPPEL STUART, M.D., F.R.S., awoke with a start and discovered himself to be bathed in cold perspiration. The moonlight shone in at his window, but did not touch the bed, therefore his awakening could not be due to this cause. He lay for some time listening for any unfamiliar noise which might account for the sudden disturbance of his usually sound slumbers. In the house below nothing stirred. His windows were widely open, and he could detect that vague drumming which is characteristic of midnight London; sometimes, too, the clashing of buffers upon some siding of the Brighton Railway where shunting was in progress; an occasional siren note from the Thames: otherwise—nothing.

He glanced at the luminous disc of his watch. The hour was half-past two. Dawn was not far off. The night seemed to have become almost intolerably hot, and to this heat Stuart felt disposed to ascribe both his awakening and also a feeling of uncomfortable tension of which he now became aware. He continued to listen, and, listening and hearing nothing, recognised with anger that he was frightened. A sense of some presence oppressed him. Someone or something evil was near him—perhaps in the room, veiled by the shadows. This uncanny sensation grew more and more marked.

Stuart sat up in bed, slowly and cautiously, looking all about him. He remembered to have awakened once thus in India—and to have found a great cobra coiled at his feet. His inspection revealed the presence of nothing unfamiliar, and he stepped out on to the floor.

A faint clicking sound reached his ears. He stood quite still. The clicking was repeated.

"There is someone downstairs in my study!" muttered Stuart.

He became aware that the fear which held him was such that, unless he acted, and acted swiftly, he should become incapable of action; but he remembered that, whereas the moonlight poured into the bedroom, the staircase would be in complete darkness. He walked barefooted across to the dressing-table and took up an electric torch which lay there. He had not used it for some time, and he pressed the button to learn if the torch was charged. A beam of white light shone out across the room, and at the same instant came another sound.

If it came from below or above, from the adjoining room or from outside in the road, Stuart knew not. But, following hard upon the mysterious disturbance which had aroused him, it seemed to pour ice into his veins—it added the complementary touch to his panic. For it was a kind of low wail—a ghostly minor wail in falling cadences—unlike any sound he had heard. It was so excessively horrible that it produced a curious effect.

Discovering from the dancing of the torch-ray that his hand was trembling, Stuart concluded that he had awakened from a nightmare, and that this fiendish wailing was no more than an unusually delayed aftermath of the imaginary horrors which had bathed him in cold perspiration.

He walked resolutely to the door, threw it open, and cast the beam of light on to the staircase. Softly he began to descend. Before the study door he paused. There was no sound. He threw open the door, directing the torch-ray into the room.

Cutting a white lane through the blackness, it shone fully upon his writing-table, which was a rather fine Jacobean piece having a sort of quaint bureau superstructure containing cabinets and drawers. He could detect nothing unusual in the appearance of the littered table. A tobacco-jar stood there, a pipe resting in the lid. Papers and books were scattered untidily, as he had left them, surrounding a tray full of pipe and cigarette ash. Then, suddenly, he saw something else.

One of the bureau drawers was half-opened.

Stuart stood quite still, staring at the table. There was no sound in the room. He crossed slowly, moving the light from right to left. His papers had been overhauled methodically. The drawers had been replaced, but he felt assured that all had been examined. The light-switch was immediately beside the outer door, and Stuart walked over to it and switched on both lamps. Turning, he surveyed the brilliantly illuminated room. Save for himself, it was empty.

He looked out into the hall-way again. There was no one there. No sound broke the stillness. But that consciousness of some near presence asserted itself persistently and uncannily.

"My nerves are out of order," he muttered. "No one has touched my papers. I must have left the drawer open myself."

He switched off the light and walked across to the door. He had actually passed out, intending to return to his room, when he became aware of a slight draught. He stopped.

Someone or something, evil and watchful, seemed to be very near again. Stuart turned and found himself gazing fearfully in the direction of the open study door. He became persuaded anew that someone was hiding there, and, snatching up an ash-stick which lay upon a chair in the hall, he returned to the door. One step into the room he took, and paused—palsied with a sudden fear which exceeded anything he had known.

A white casement curtain was drawn across the French windows . . . and outlined upon this moon-bright screen he saw a tall figure. It was that of a *cowled man*!

***For the remainder of the Complete Novel, "The Golden Scorpion," buy the Christmas Number of "The Illustrated London News," Ready* Nov. 25.**

CONTENTS OF THE

Illustrated London News

CHRISTMAS NUMBER

Ready November 25.

"THE GOLDEN SCORPION." A Complete Oriental Mystery Novel by Sax Rohmer, Author of "The Yellow Claw," "Dr. Fu-Manchu," "The Orchard of Tears," etc.

COLOURED PLATE: "A Rose for Remembrance," by Raphael Kirchner.

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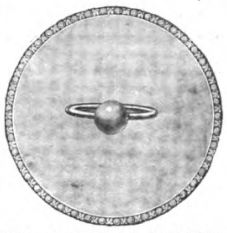
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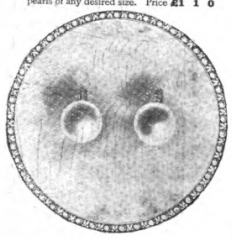


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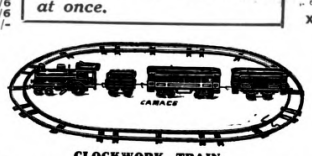
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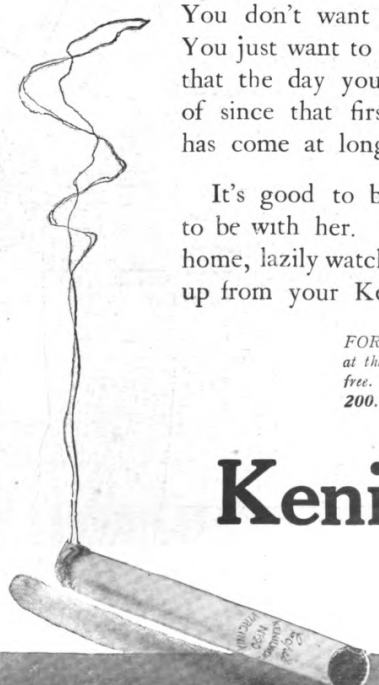
..... You've seen it through!

You don't want to talk about it. You don't want to think about it. You just want to lean back and feel that the day you've been dreaming of since that first August of 1914 has come at long last.

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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4153. VOL. CLIII SATURDAY, NOVEMBER 23. 1918 With Supplement: "Guerre Finie! Boche Napoo!" ONE SHILLING.

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WITH THE WHITE FLAG FLYING: A GERMAN CAR CONTAINING GERMAN OFFICERS (SENT TO REVEAL THE WHEREABOUTS OF THEIR MINES) PASSING THROUGH THE BRITISH LINES.

The eighth clause of the Armistice terms stated: "The German Command shall be responsible for revealing all mines or delay-action fuses disposed on territory evacuated by the German troops and shall assist in their discovery and destruction. The German Command shall also reveal all destructive measures that may have been taken (such as poisoning or pollution of springs, wells, etc.), under penalty of reprisals." Our photograph shows the arrival on the British front of a German car containing four German officers, one of whom is driving, sent to show where mines had been laid by their engineers. The car, which bears a white flag, is passing through the Canadian lines.

PHOTOGRAPH BY CANADIAN WAR RECORDS.



By G. K. CHESTERTON.

SINCE I last wrote in this place the end of the war has come as suddenly as an explosion. One of the chief remaining perils is that it should be regarded as an explosion—that is, as something that has simply happened. It is the curse of all our culture that it abounds in mechanical and materialistic terms, so that things do not seem to have been done by men, because so many men have done them. We talk of wars breaking out, like fires; of alliances breaking up, like ice; of negotiations breaking down, like bridges. In this case peace came, just as war came, like a bolt from the blue; and the danger is that it should stun rather than startle. It may seem dramatically sudden; but it is possible for a thing to be too sudden to be dramatic. Anyone can realise it who will imagine Hamlet killing Polonius in the middle of the chat with the Players, or Macbeth fighting Macduff when he first comes knocking at the front door after the murder. It would not even be sensational, because the audience would have no sensation of what it meant. In the present case, the danger is that the audience may have such an insufficient sensation of what it means. It may even be possible for some singularly senseless people to regard the end of the war as such people regarded the beginning of the war—as an enormous accident. Such moonstruck materialists were quite content to say that war "broke out" in 1914. But war did not "break out" in 1914. We might as well say a man had "broken down" when we found him stabbed and bleeding to death on our door-step. This war has been the most human of all human events. Men began it; men ended it; but, fortunately, those who ended it were not those who began it. The whole has been as singly and clearly conducted by the human will as any single combat in an old drama or any duel in private life. And the last phase of it was not only the most strenuous, but the most simple phase. The fight of Macbeth and Macduff in fiction was not a more elemental conflict of man against man. The fight of Bruce and Bohun in history was not a more purely personal encounter. Foch parried something as personal and deadly as a sword-thrust, and thrust back with the force of a single sword. It was not the result of accidents, or even of circumstances—for accidents, or even circumstances, cannot create a design, still less a work of art. A statue cannot be carved by a neighbouring earthquake, or even by a neighbouring landscape. Environment does not grow these things; they are made, and made by the spirit of man. The war was not an effect of evolution, or even of revolution—in the blind sense of reaction. It was the clear and intellectual answer of human virtue to human wickedness; a story of sin, of sacrifice, and of expiation as purely spiritual as an allegory. The anarchic numbers, the alien names, the vast mazes of military strategy and economic machinery are mere irrelevant complications of the staging; they have never for a moment affected the story. The war did not begin; it was begun, because there is in the heart of man the anarchic art that can begin such things. The war did not end; it was ended, because there is in the heart of man that cleaner creative hope that can endure and can end them.

There is another form of the same materialist fallacy which fools have sown broadcast for the last four years. Its most fashionable form may be summed up in the phrase, "It will be all the same a hundred years hence." I have read pacifist poems and essays in which the old rhetorical flourish to the effect that the corn will grow on the battlefield, or the ivy on the ruined fortress, is seriously used to suggest that it makes no difference whether the battle was fought or whether the fortress fell. We should not be here at all, to moralise about the ivy on castles and the corn on battlefields, if some of the great conflicts of history had gone the other way. If certain barbarian invasions had finally swept certain civilised districts, men would very probably have forgotten how to grow corn, and would certainly have forgotten how to write poems about ivy.

Of some such Eastern Imperialist it was said, as a sort of proverb, that the grass would not grow where he had set his foot. Europe has been saved from turning gradually into such a desert by a series of heroic and historic wars of defence, such as that of the Greeks against the Persians, of the Romans against the Carthaginians, of the Gauls against the Huns, of Alfred against the Danes or Charles Martel against the Moors. In each one of these cases the importance of the result does not decrease, but does definitely increase with time. It increases with every new generation that is saved from that destruction, with every new civilised work that is built on that security, with every baby that might never have been baptised or reared, with every blade of grass that might never have grown where it grows to-day.

Of course, the phrase about "a hundred years hence" was originally used in a loose but legitimate sense about petty dynastic and diplomatic wars, which may be all the same a hundred years hence. More often it was used about petty Parliamentary and party quarrels within the State, of which it would be truer to say that they are all the same now. I have my own opinions about those internal political quarrels, but I have deliberately kept them out of the notes it has been my business to jot down on this page for the last four years. Though the form of them has been in the crudest sense journalistic, I have tried to keep the philosophy of them in some sense historic. I have tried to think of the great war as it would have appeared to our remote ancestors if they had known it was coming, as it will appear to our remote descendants when they consider how it came. It has seemed well to insist on the cause of the war, which has remained unaltered throughout, more even than on the course of the war, which has been differentiated by great desertions and great reinforcements; and immeasurably more than on the course of the political criticism of the war, which has been defaced with the usual varieties of cant and claptrap and ephemeral egotism. The war will be something greater than the greatest men who have fought in it, and therefore infinitely greater than the smallest men who have quarrelled about it. And it is at least due to all those who have died, and all those who have suffered in their dying, to vindicate their work against a weak-minded cynicism; and to say plainly that very little of the pacific politics of our time, which calls itself civic or constructive, has been half so permanent or so practical or so fruitful for God or man as these four years of destruction.



THE PREMIER OPENS THE GENERAL ELECTION CAMPAIGN: MR. LLOYD GEORGE SPEAKING AT THE CENTRAL HALL, WESTMINSTER.

Mr. Lloyd George is here seen making his memorable speech at the great election meeting held at Westminster on November 16. Sitting to the left of the Premier is Mr. Bonar Law and, further to the left, Mrs. Lloyd George with her two daughters. Behind the elder daughter is Sir Auckland Geddes. His brother, Sir Eric Geddes, is behind Mr. Bonar Law and next to Lord Milner, behind whom is Sir F. E. Smith. To the right of Mr. Lloyd George are Mr. G. N. Barnes and (next but one) Mr. Austen Chamberlain.—[*Photograph by C.N.*]

"GUERRE FINIE! BOCHE NAPOO!"

OUR SUPPLEMENT.

AS a Supplement with this Number we give a painting by Mr. R. Caton Woodville, which will form an interesting souvenir of a historic occasion—the entry of British troops into Mons on the day of the signing of the Armistice. Thus, for this country, at any rate, the war ended where it began, at the town which hereafter will ever be associated with the heroic little army of "Contemptibles" which has so triumphantly turned the tables on the once arrogant foe.

THE KING'S "VICTORY SPEECH": THE SCENE IN THE ROYAL GALLERY.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



THE KING, WITH THE QUEEN ON HIS RIGHT, IN THE ROYAL GALLERY AT WESTMINSTER: THE LORDS AND COMMONS STANDING ON THE ENTRANCE OF THEIR MAJESTIES.

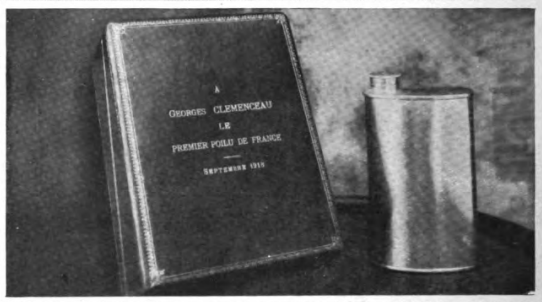
After the signing of the Armistice his Majesty decided to meet the Lords and Commons at Westminster and address them, and through them the nation and the Empire, upon the triumphant conclusion of hostilities. The ceremony took place in the Royal Gallery of the House of Lords at three o'clock on November 19, and the King was accompanied by the Queen, the Prince of Wales, and Princess Mary. In his address his Majesty said: "During the past four years of national stress and anxiety my support has been faith in God and confidence in my people. In the days to come, days of uncertainty and of trial, strengthened by the same help, I shall strive to the utmost of my power to discharge the responsibilities laid upon me to uphold the honour of the Empire and to promote the well-being of the peoples."—[*Drawing Copyrighted in the United States and Canada.*]

"PARIS IS ROARING OUT HER SOUL": ARMISTICE DAY SCENES.

PHOTOGRAPHS BY ROL.



REJOICINGS IN PARIS ON ARMISTICE DAY: THE CROWD IN THE PLACE DE L'OPÉRA.



A WAR-SOUVENIR PRESENTED TO M. CLEMENCEAU: A POILU'S "BOUILLOTE" (HOT-DRINK FLASK).



"HOMAGE TO OUR POILUS, TO CLEMENCEAU, AND TO FOCH": A TYPICAL SCENE OF REJOICING IN PARIS ON ARMISTICE DAY.



A PARISIAN COUNTERPART TO THE SCENES IN LONDON: A CROWDED LORRY ON THE BOULEVARDS.



STREET SCENES IN PARIS ON ARMISTICE DAY: A LORRYFUL OF ENTHUSIASTIC DEMONSTRATORS.

The scenes in Paris on Armistice Day resembled those in London. Mr. Perceval Landon writes: "There was no holding back the immense torrent of enthusiasm. . . . About midday the greater thoroughfares had become passable only at a foot's pace. Mile after mile of flags blazed out along the street fronts of all Paris, especially in the Place de l'Opéra and in the Champs Elysées and the Tuileries. . . . The crowds soon became a but slightly moving mass, added to in thousands at every five minutes. Flags of all nations were carried into the maelstrom, and there remained immobilised for hours. All traffic had soon to be suspended in the main streets, and still the tumult of rejoicing went on from hour to hour. At this moment Paris is roaring out her soul along her boulevards and her mighty squares."

AFTER THE GERMAN RETREAT: A FRENCHWOMAN'S TREASURES.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



HER DEAREST TREASURE RESTORED TO HER AFTER FOUR YEARS, BY THE ALLIES' VICTORY: AN OLD FRENCH LADY WITH THE CROSS OF THE LEGION OF HONOUR AND OTHER RELICS OF HER HUSBAND WHICH SHE HAD BURIED.

Our artist has illustrated here a pathetic incident which occured at St. Mihiel after its recapture by the American troops. When the French reoccupied the town the first work they undertook was the re-establishment of communications by the repair of the railway on the left bank of the Meuse and the building of a bridge over the river. An old lady asked three of the Marine Engineers who were working on the bridge to come and dig out some articles she had buried in her garden more than four years ago when the Germans were approaching St. Mihiel. The most valued of these relics were the sword, epaulettes, and Cross of the Legion of Honour worn by a French General, presumably her husband. The old lady carried them away reverently in her arms. At the same time a case of wine was also dug up.—[*Drawing Copyrighted in the United States and Canada.*]

KNOCKING AWAY "PROPS": THE LAST PHASE AGAINST BULGARIA.

PHOTOGRAPHS BY C.N



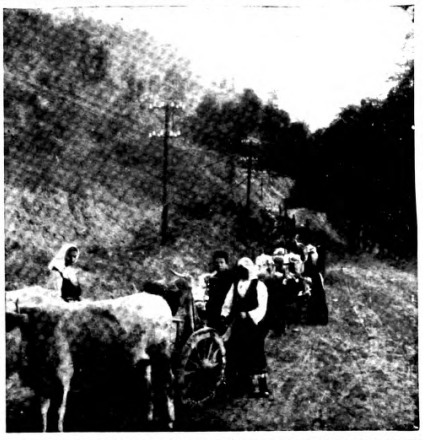
PART OF THE IMMENSE QUANTITY OF WAR MATERIAL TAKEN BY THE ALLIES: 200 CAPTURED BULGARIAN GUNS IN USKUB.



THE BULLOCK AS A MILITARY TRANSPORT ANIMAL IN THE BALKANS: PULLING A FRENCH LIMBER ACROSS THE MORAVA.



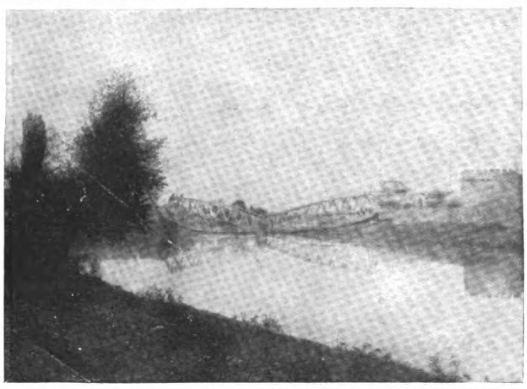
THE DOIRAN FRONT: BRITISH ARTILLERY CROSSING "PIP" RIDGE.



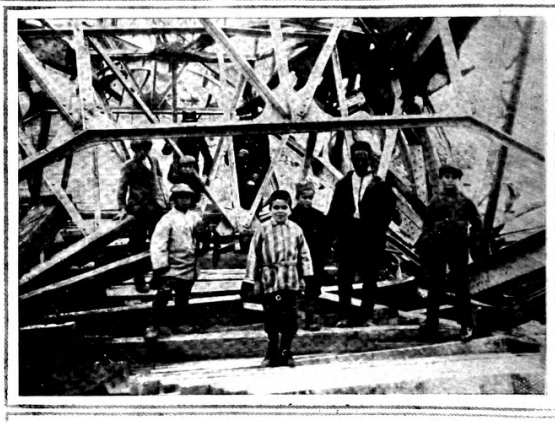
WHERE *ALL* THE MEN WERE FIGHTING: SERBIAN WOMEN TAKING AMMUNITION UP TO THEIR TROOPS.



WHERE OUR 'PLANES DESTROYED ARTILLERY: GUNNERS IN CRESNA PASS.



AT RECAPTURED NISH: A BRIDGE OVER THE RIVER WHICH HAD BEEN DESTROYED BY THE AUSTRIANS DURING THEIR RETREAT.



IN THE WRECKAGE OF THE BRIDGE BLOWN UP AT NISH: A GROUP OF SERBIAN BOYS AND MEN.

These photographs illustrate some of the concluding operations of the campaign against the Bulgarians and Germans in the Balkans. Mr. Lloyd George said in his speech at the Guildhall the day before Germany signed the Armistice: "We thought it better to begin by knocking the props from under her. We dictated, to each of the belligerents who sought peace, terms which not merely made it impossible for them to renew the conflict, but made it very difficult for their neighbours to continue. The settlement of Bulgaria opened up the flank of Turkey." The great part played by the British Army in the Balkan triumph was emphasised by the Bishop of London. He pointed out that our troops held up the bulk of the Bulgarian forces and thus made our advance possible. "The Grand Couronné and the Pip Ridge," he said, "were stormed by direct assault to draw away attention from the flanking movement of the Serbs and French. . . . The retreat began. Our flying men went over and attacked the retreating enemy in the deep gorges."

The Prince of Wales at Valenciennes: His Royal Highness Addressing the Joint Mayors.



WITH A LITTLE FRENCH GIRL WAITING TO PRESENT HIM WITH A BOUQUET: THE PRINCE OF WALES AT THE BRITISH ENTRY INTO VALENCIENNES.

Writing on November 7, Mr. H. Perry Robinson says: "The British 1st Army to-day made a formal entry into Valenciennes, the troops which took part being from the British Isles and Canadians. General Horne, commanding the 1st Army, accompanied by the Prince of Wales and Generals commanding, rode into the town on horseback as far as the Place d'Armes, where they were met by MM. Billiet and Damain, who conjointly perform the functions of Mayor, and a body of aldermen and civic dignitaries. Dismounting, the British Generals were presented with flowers by a deputation of girls dressed in white, and short speeches were made by General Horne and the associate Mayors."

"Back in the Old Country": The Home-Coming of British Prisoners from Germany.



"GOOD OLD BLIGHTY!" A CHEERING CROWD OF REPATRIATED BRITISH PRISONERS OF WAR ARRIVING AT HULL.

About 1700 repatriated British prisoners arrived at Hull from Rotterdam on board the steamships "Archangel" and "Stockport" on November 17. Some 900 of them belonged to the Royal Naval Division. There was intense enthusiasm, the men shouting "Good old Blighty!" and "Back in civilisation again." The following message from the King evoked hearty cheers: "The Queen joins me in welcoming you on your release from the miseries and hardships which you have endured with so much patience and courage. . . . We are thankful that this longed-for day has arrived, and that, back in the Old Country, you will be able once more to enjoy the happiness of home."

SCENES BEFORE AND AFTER THE ARMISTICE: A MEDLEY (

PHOTOGRAPHS BY FARRINGDON PHOTO CO., SPORT AND GENERAL, C.N., BE



THE ROYAL DRIVE THROUGH SOUTH LONDON: A GROUP OF YOUTHFUL PATRIOTS EAGER TO SEE THEIR MAJESTIES PASS BY.



WATERING-CANS AND BISCUIT-TINS AS MUSICAL INSTRUMENTS: THE ST. THOMAS'S TIN BAND OUTSIDE ST. THOMAS'S HOSPITAL.



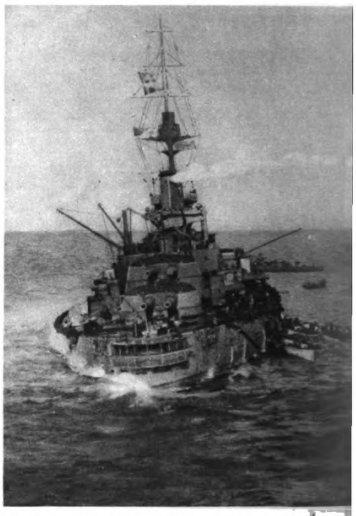
AN IMMORTAL VICTIM OF GERMAN "JUSTICE": THE GRAVE OF CAPTAIN FRYATT (EXECUTED BY THE GERMANS) AT STEENBRUGGE.



DURING THE FINAL OPERATIONS: A CANADIAN TRAFFIC-CONTROL OFFICER'S HUT BUILT IN THE BRICKWORK OF THE NORD CANAL.



CELEBRATING ARMISTICE DAY IN PARIS: THE UNION JACK CONSPICUOUS AMID AN ENTHUSIASTIC CROWD OF DEMONSTRATORS.



THE SINKING OF THE "AUDACIOUS" AF OCTOBER 27, 1914—WAR-SHIPS A

The four photographs in the upper row illustrate the drive of the King and Queen, accompanied by their daughter, Princess Mary, through South London on November 14, one of the series of "victory" tours which, by a happy inspiration, their Majesties undertook immediately the Armistice had been signed. Each one of these royal journeys has evoked the heartiest demonstrations of loyal affection from the inhabitants.——The inscription on the grave of Captain Fryatt, seen in another photograph, reads: "Here lies Captain Fryatt, Master of S.S. 'Brussels,' of glorious memory. R.I.P."——The tombstone over the grave of British officers and men killed in the Naval raid on Zeebrugge was erected by the enemy, and bears the inscription

ENTS DURING THE WAR AND SINCE THE "CEASE FIRE."

., Canadian War Records, Topical, French Official, and Manuel.



ARING PRODUCTS OF THEIR WAR WORK: GIRLS FROM AN ANTI-GAS FACTORY IN GAS-MASKS AWAITING THEIR MAJESTIES.



THE KING AND QUEEN AND PRINCESS MARY OUTSIDE THE NOTRE DAME SECONDARY SCHOOL, IN ST. GEORGE'S ROAD: A ROYAL BOUQUET.



"JOY" MARCH OF AMERICAN TROOPS FROM THE U.S. HEADQUARTERS TO THE HORSE GUARDS: A BAND OF COLOURED SOLDIERS.



A GERMAN TRIBUTE TO BRITISH DEAD: THE GRAVE OF OFFICERS AND MEN KILLED IN THE NAVAL RAID ON ZEEBRUGGE.



G A MINE IN THE IRISH SEA ON TAKING OFF THE CREW.

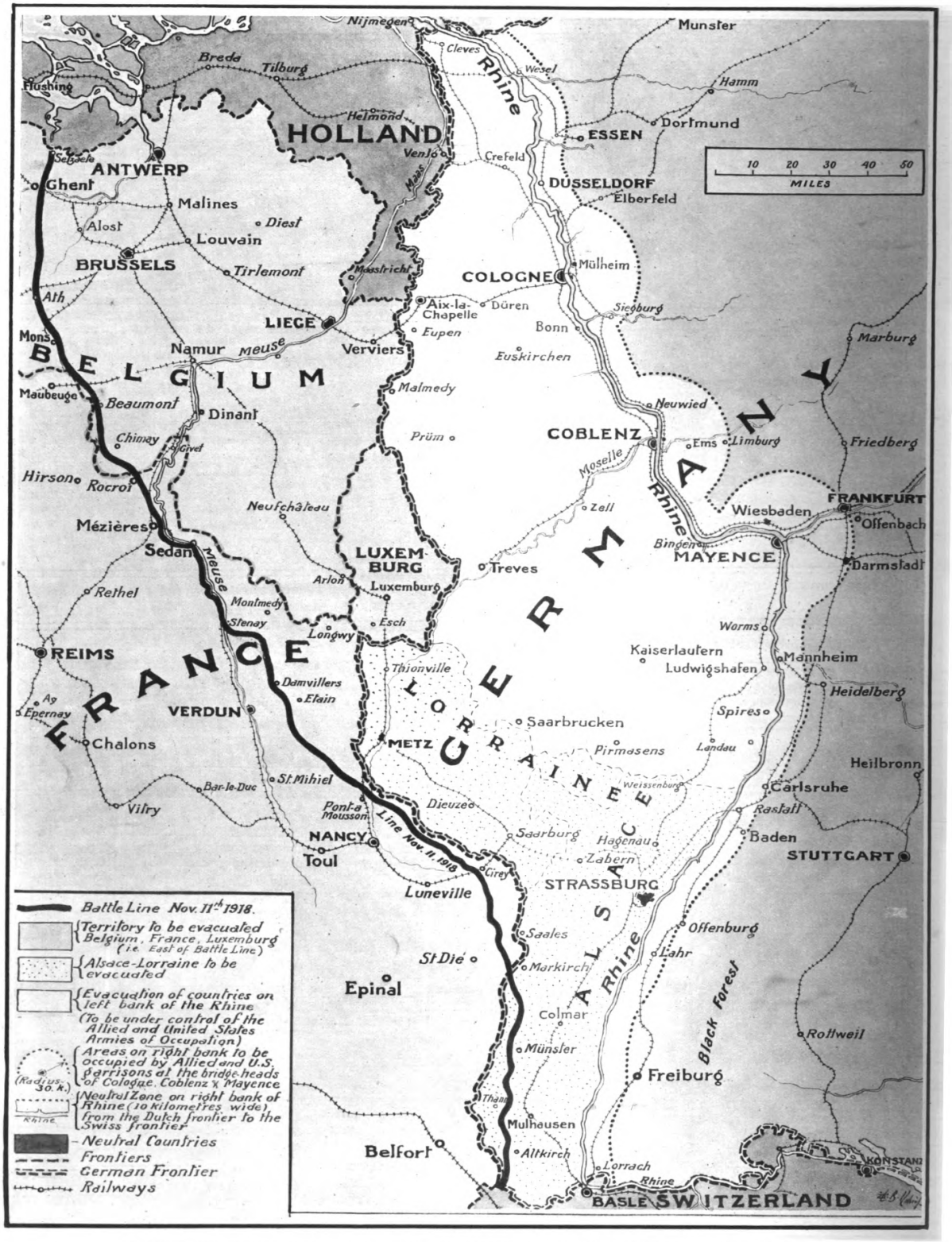


YET NOT ALL: A HUGE COLLECTION OF CAPTURED GERMAN GUNS OF ALL SORTS AND SIZES, PART OF THE SPOILS WHICH FELL TO THE CANADIANS DURING THE CAMBRAI ADVANCE.

erman: "Hier ruhen drei Engl. Offiziere, sieb Engl. Seesoldat, zwei Engl. Matrosen, zwei Engl. Heizer. † 23 April, 1918." (Here rest three English officers, seven English Marines, English sailors, two English stokers.)——The Admiralty announced on November 14, 1918: "H.M.S. 'Audacious' sank after striking a mine off the North Irish coast on October 27, 1914. was kept secret at the urgent request of the Commander-in-Chief, Grand Fleet, and the Press loyally refrained from giving it any publicity." The time having arrived, and the circum-es, publicity has been given now to the event without further delay upon the part of our authorities.

THE OCCUPATION OF GERMAN TERRITORY: THE RHINELANDS; ALSACE.

DRAWN BY W. B. ROBINSON.



SHOWING (IN WHITE) THE ACTUAL GERMAN TERRITORY TO BE OCCUPIED BY THE ALLIES: A MAP ILLUSTRATING THE ARMISTICE.

The second clause of the Armistice required: "Immediate evacuation of invaded countries—Belgium, France, Alsace-Lorraine, Luxembourg—so ordered as to be completed within 14 days from the signature of the Armistice." The fifth clause of the Armistice terms ran as follows: "Evacuation by the German Armies of the countries on the left (west) bank of the Rhine. . . . The occupation of these territories will be carried out by Allied and United States garrisons holding the principal crossings of the Rhine (Mayence, Coblenz, Cologne), together with bridge-heads at these points of a 19 miles radius on the right bank and by garrisons similarly holding the strategic points of the regions. A neutral zone shall be set up on the right (east) bank of the Rhine between the river and a line drawn 6½ miles distant."—[*Drawing Copyrighted in the United States and Canada.*]

OUR WAR ENDED WHERE IT BEGAN: MONS AND POETIC JUSTICE.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



THE ENTRY OF THE CANADIANS INTO MONS ON ARMISTICE DAY: GENERAL SIR ARTHUR CURRIE, COMMANDING THE CANADIAN CORPS, TAKING THE SALUTE IN THE SQUARE.



WHERE THE HISTORIC RETREAT OF THE "CONTEMPTIBLES" BEGAN IN 1914: MONS ON THE LAST DAY OF FIGHTING BEFORE THE ARMISTICE—CANADIANS HEADED BY PIPERS ENTERING THE TOWN.

By a stroke of poetic justice, the cessation of hostilities at the Armistice on November 11 found victorious British troops just arrived at Mons, where Sir John French's heroic little Army began its great retreat in 1914. Writing on November 11, Mr. J. F. Livesay says: "This has been a wonderful day. At 11 o'clock, the hour of 'Cease Fire,' in the great square of Mons, the Mayor presented the commanding officer of the Canadian 7th Infantry Brigade with the keys of the city in honour of its recapture this morning by units from that brigade. There was a formal march-past, with pipers of a Montreal Highland battalion leading, because it was that battalion which had the good fortune to enter the city first. Massed bands played the Belgian and British National Anthems. In the afternoon the city tendered a formal reception to Sir Arthur Currie, the Canadian Corps Commander. . . . Canadian troops lined the great square, and a guard of honour was furnished by the 5th Lancers, the celebrated regiment which fought through Mons in August 1914. . . . General Currie presented to the city of Mons the Canadian Corps' flag, which the Mayor said would ever be gratefully treasured among their archives."

THE WORLD OF FLIGHT

IMMEDIATELY POST-WAR AVIATION.

By C. G. GREY,
Editor of "The Aeroplane."

EVERYBODY seems to believe that the war is over, so far as fighting is concerned, despite the possibilities of a fresh German outbreak before Peace Treaties are definitely signed, and despite the likelihood of a lengthy guerrilla with German Bolsheviks; and, as Reconstruction appears to be the topic of the moment, it seems well to discuss the transition stages of aviation from the perfected organisation of war to the nebulous future when, according to the optimists, we shall all go flying. Of course, anybody who possesses the most rudimentary imagination can foresee that some day we shall have regular aerial services across the Atlantic, that we shall travel from London to Cape Town in two-and-a-half days or thereabouts, that we shall go from Paris to Pekin in three days or so, and from Boston to Buenos Ayres in a trifle more. Also we shall have services of big flying-boats across all the seas, and short-distance aeroplane services all over the country everywhere.

But that is going to take some years to organise. An immense amount of capital will be needed, and it will be some years before everyone is educated up to the point of travelling by air as they now travel by rail or motor-car. Furthermore, the cost of travelling by air is bound at first to be high. It is the old "vicious circle" again. People will not travel by air because the cost will be so high, and the cost will be so high because people will not travel by air. This state of affairs will rectify itself in time, just as the twenty guinea bicycle of 1895 became the six-guinea bicycle of 1914, and as the 1000-guinea motor-car of 1903 or thereabouts became the 200-guinea car of 1914, and more reliable at the lower price. But we shall have to wait for the law of supply and demand to assert itself.

Meantime, there is a long and ugly gap to be bridged, during which our magnificent aircraft factories seem to have no prospects of work to keep them busy, and during which our thousands of aviators will be without employment. It seems extremely unlikely that any possible Government after the war will be powerful enough to maintain the Royal Air Force at its present strength, in the face of all the movements in favour of disarmament. Yet, as a matter of cold, hard fact, the R.A.F. to-day, at full war strength, is none too large to be the standing Air Force for the British Empire after the war. When, in a future generation, the spirit of war grows again, the British Empire will have to depend far more on its Air Force than on its Navy to protect us from invasion. One can only hope that this fact will be realised in time to save the Empire in the next war, but in the immediate future prospects are not bright.

The question then arises as to who or what is going to keep aviation alive during these next few years, when flying has ceased to be a vital necessity of war and has not yet become an equally vital necessity for commerce—for, after all, it is its commercial value which will ultimately decide whether the aircraft industry is to be a rival of the railway industry and ship-building industry, or whether it is to sink to the level of yacht-building. So far as the Royal Air Force is concerned, it has already in hand such a stock of aeroplanes and spare parts that it is not likely to want many new machines for a couple of years to come. There will still be a good deal of flying on official business by the actual aviators of the R.A.F.; but their machines will last so much longer under peace conditions that existing stocks will supply them for a long time. How, then, is civilian flying to begin again after the war?

Personally, one is strongly of the opinion that it will start purely as a sport, just as motoring was a sport for years before the motor-lorry and the motor-delivery van came into being. Also it is well to remember that the hire-car and the taxi became popular long before the real commercial vehicle arrived. One may reasonably expect a somewhat similar line of development in aircraft. The people at the front are as intensely interested in these developments as are the aircraft manufacturers at home, and, during a visit to a number of the most advanced R.A.F. squadrons in France recently, one found that quite the most common topic of conversation was: "Now that we have beaten the Boche, what are our chances of getting any flying in the future?" All seemed to assume that they would be out of a job before long, yet all seemed to have made up their minds that somehow or other they are going on flying.

Many of the pilots in the R.A.F. are sufficiently wealthy to buy a private aeroplane, and are able to run it themselves with the aid of a decent mechanic or two. Some few may even be able to maintain a private aerodrome and a whole staff of mechanics. Very many more, who could not afford £2000 or so for an aeroplane, would be willing to put down £500 or thereabouts per annum for the use of a machine.

Another early manifestation of civilian flying will, no doubt, be a revival of air-races and exhibition flights. At present all aerodromes in England and France are owned by the Army or Navy, with the exception of a few small, out-of-the-way places. It is possible, however, that some of the big aerodromes near important cities may either be handed back to civilian control, or may be made available to civilian aviators. It should, at any rate, be possible for an ex-R.A.F. pilot to hire housing-room for his machine at an R.A.F. aerodrome if so desired; and possibly, thanks to the keenness of all members of the Air Council on developing civilian aviation, some of the R.A.F. aerodromes may be let for the express purpose of organising flying competitions and exhibitions.

By some such means as these the general public may be educated up to the point of accepting aeroplanes as a reasonable method of conveyance, and, when once confidence in aerial vehicles is created, the rest will follow naturally. The chief danger lies in the possibility of young and reckless aviators killing themselves in public at such meetings. Not long ago one of our earliest pilots, discussing post-war flying while sundry Army aviators were performing weird antics overhead, remarked that exhibitions of that kind would be the regular Saturday afternoon attraction after the war, and, he added, "One of the best draws for the public would be to guarantee at least three fatal accidents every afternoon." No doubt a certain class of mob would be vastly entertained by such a performance, but if flying is to be accepted as a serious method of locomotion, one of the first cares of the promoters of aviation meetings after the war must be the avoidance of serious accidents.

The safety of any given method of locomotion—at any rate in the public estimation—is purely a matter of the proportion of accidents to the number of miles covered. If one person is killed for every thousand miles, the method is obviously absurdly dangerous. If one is killed per 10,000 miles, it is still dangerous. At present one believes that, even including pupils rushed through under war conditions, the death-rate in aircraft—other than deaths caused by the enemy—is something like one per 100,000 miles, which is really quite reasonable. Under peace conditions this will naturally be greatly reduced, but it will first of all be necessary to convince the public of the fact.

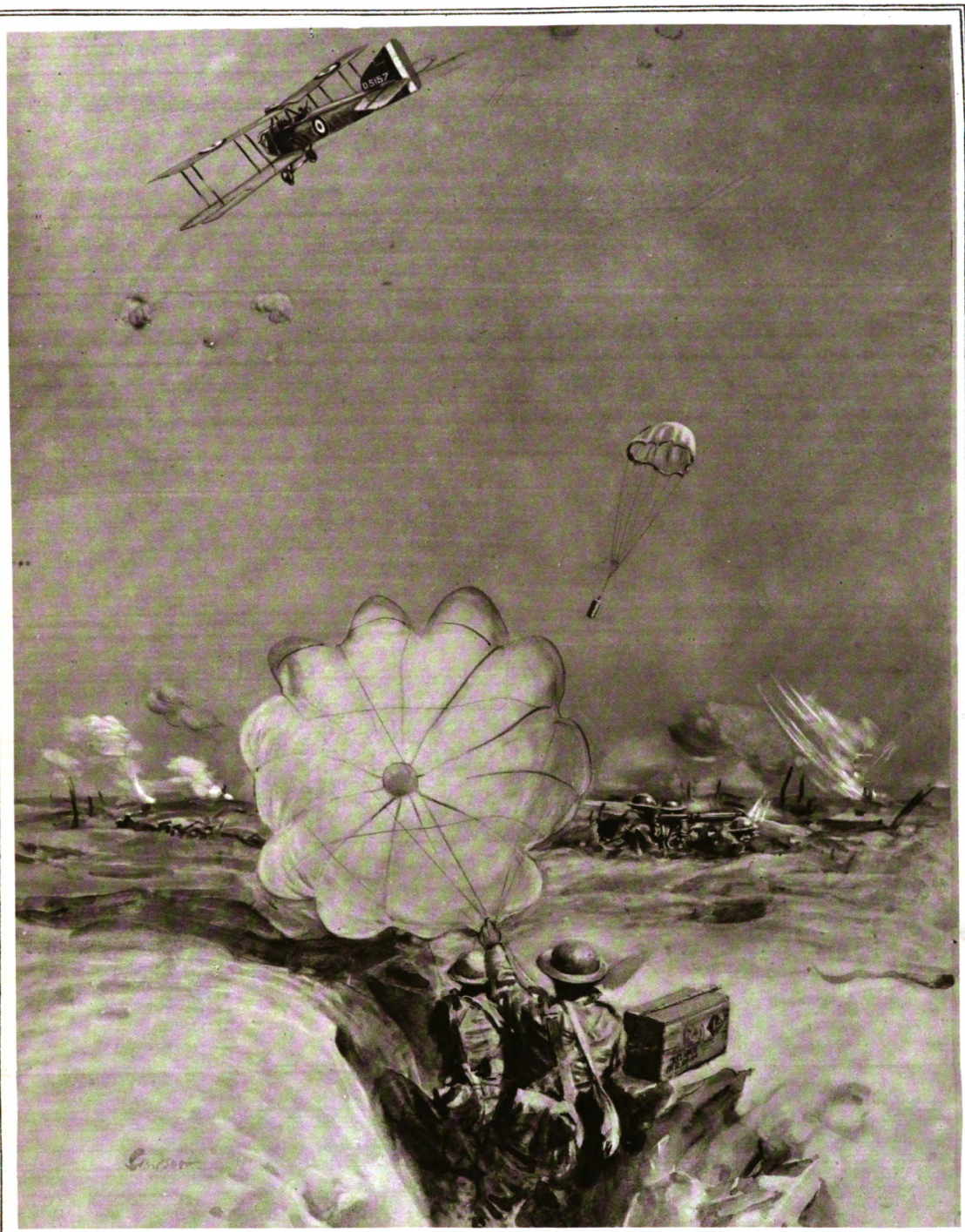


THE AVIATOR'S VIEW OF WAR ON LAND: THE CURIOUS APPEARANCE OF AN AMERICAN CAMP IN THE ARGONNE DURING THE GREAT ADVANCE BEFORE THE ARMISTICE.

This remarkable photograph, taken from an aeroplane in flight over the Argonne, shows the curious effect, as seen from the air, produced by a large group of tents in which American troops were encamped during the closing stages of their great advance. The site of the camp was a shell-torn copse of which only a few shattered trees remained. The tents look, at first sight, like tumbled blocks of masonry from some ruined building.

THE LAST DAYS OF FIGHTING: AMMUNITION-SUPPLY BY AIR.

DRAWN BY JOSEPH SIMPSON.



AMMUNITION BY AEROPLANE TO OUR INFANTRY AND MACHINE-GUNNERS: "FEEDING" THE FRONT LINE FROM THE AIR BY PARACHUTE.

The Royal Air Force did splendid service towards the final achievement of victory. Concerning this picture, Boyd Cable writes: "Frequent mention has been made in the despatches of late of the dropping of ammunition from aeroplanes for the machine-guns and riflemen in the front line; but it is, perhaps, hardly realised how valuable this work is. Where a German barrage is falling behind our front lines, the infantry who carry ammunition through shell-fire must always risk heavy casualties. The air-supply saves this. The ground-supply, again, must be slow, and any delay must prevent a rapid advance by our infantry. Many a time the air-supply has allowed our infantry to push on and secure tactical advantages which would have been lost by delay. The ammunition is dropped by parachute, and our airmen have shown remarkable skill in placing it close to the men who want it; boxes in some cases actually falling in our trenches or machine-gun positions."—[*Drawing Copyrighted in the United States and Canada.*]

MET AT THE INCHCAPE: GERMANY'S NAVAL SURRENDER MISSION.

DRAWING BY AN EYE-WITNESS; PHOTOGRAPH—BRITISH NAVAL OFFICIAL.



LED BY A BRITISH LIGHT CRUISER THROUGH THE MISTS OF THE NORTH SEA TO THE BRITISH NAVAL BASE: THE GERMAN CRUISER "KÖNIGSBERG," CARRYING THE GERMAN DELEGATES.



RETURNING THE SALUTE OF BRITISH OFFICERS ON THE QUARTER-DECK OF ADMIRAL BEATTY'S FLAG-SHIP: REAR-ADMIRAL HUGO VON MEURER COMING ABOARD H.M.S. "QUEEN ELIZABETH."

Mist overhung the North Sea when on the afternoon of Friday, November 15, the German cruiser "Königsberg," flying the German flag and carrying Rear-Admiral Hugo von Meurer, with four officers of his staff, was met by a force of British light cruisers and torpedo-craft, near the famous Inchcape Rock, whose bell, as the poem relates, once tolled the doom of a pirate. Thence the "Königsberg" was escorted to the British base, and late that evening they left their ship and went aboard the destroyer "Oak," which conveyed them to Admiral Beatty's flag-ship, the "Queen Elizabeth." Admiral Meurer was piped aboard in the usual manner, and was received on the quarter-deck by Commodore the Hon. Hubert G. Brand, Captain of the Fleet, and other officers, whose salute he returned. He was then taken to Admiral Beatty's cabin, where was arranged the surrender of the stipulated 6 battle-cruisers, 10 battle-ships, 8 light cruisers, and 50 destroyers.—[*Drawing Copyrighted in the United States and Canada.*]

THE SILENT NAVY GIVES TONGUE: WELCOMING THE ARMISTICE.

DRAWN BY CECIL KING.

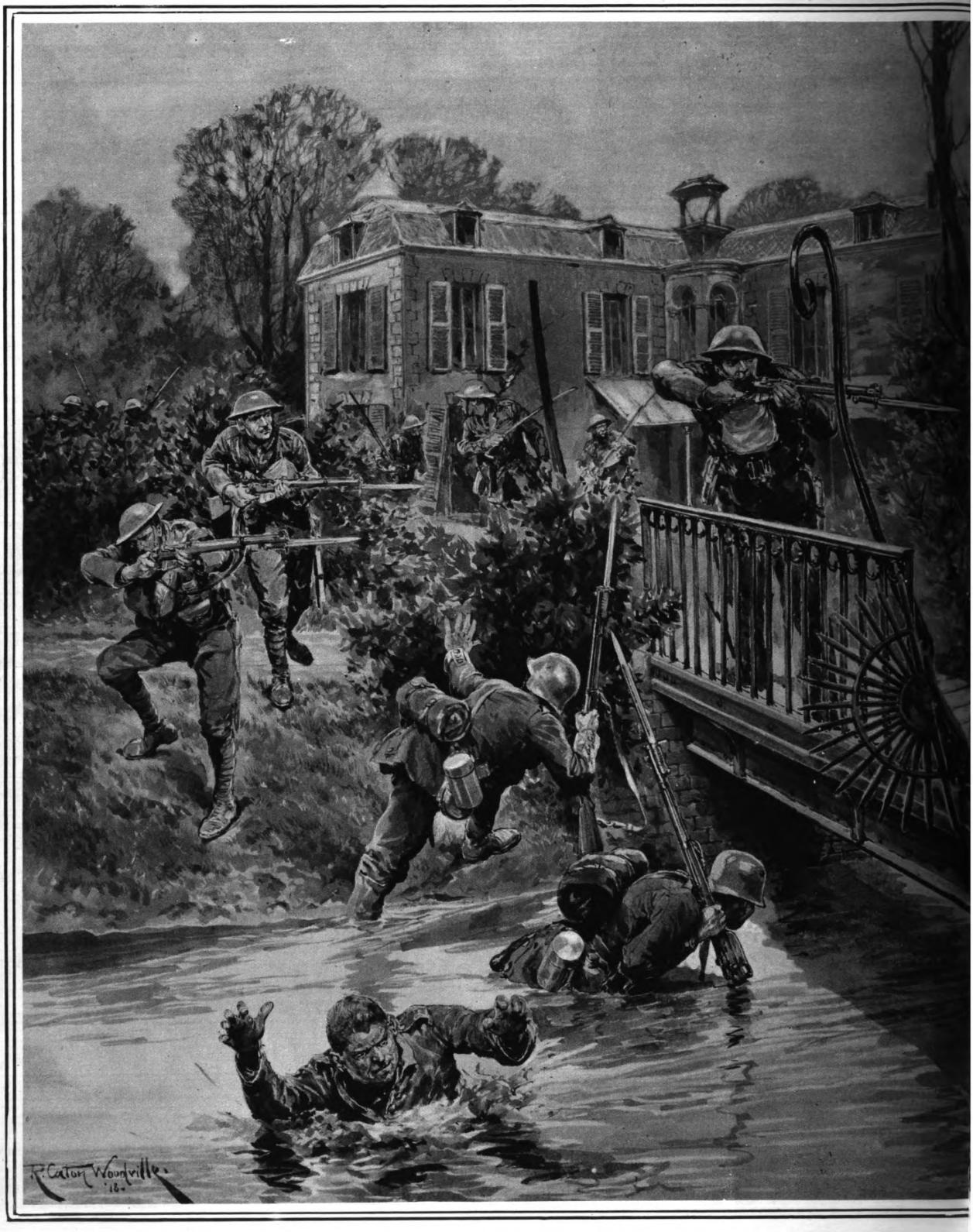


THE SIGNING OF THE ARMISTICE WITH GERMANY: THE GRAND FLEET CELEBRATING THE HISTORIC EVENT.

The British Navy, without which, it cannot be repeated too often, the war could not have ended in victory for the Allied arms—and that is not saying one disparaging word of the gallantry of the Allied Navies and the Allied fighters on land—celebrated the signing of the Armistice in its own fashion. It was at night when the Silent Navy suddenly gave tongue. At seven o'clock, the main-brace was spliced—in other words, a special rum ration was served. At eight, the ships lit up, and there came the myriad hoots of syrens, as scores and scores of searchlight-beams criss-crossed the skies, star-shells were fired, flares were lit, and fireworks were sent up. So for an hour. Then all was silent again; and there was no light save a twinkle from the Admiral's ship, giving orders for carrying on.—[*Drawing Copyrighted in the United States and Canada.*]

THE FINAL STRUGGLE ON THE WESTERN FRONT: THE

DRAWN BY R. CATON WOODV



"OUR SECOND DIVISION DID BRAVE WORK IN GAINING THE BRIDGEHEAD ACROSS THI

Our drawing shows a dramatic incident in the closing operations on the Western Front just before the Armistice. Troops of the 2nd Division are seen attacking and taking the Chateau of Noyelles, near Cambrai, and crossing the waterways, after stiff fighting, in pursuit of the fleeing Germans. The infantry, who had received invaluable help from the Royal Engineers, crossed on the heels of the enemy and held the place against all counter-attacks. In the foreground Germans in the garden of the Château are seen retreating across a bridge which had been blown up. Only one girder remained in place, and across that duck-boards had been laid down. In the background are British troops of the 2nd Division advancing from

SCHELDT CANAL CROSSINGS—A FIGHT AT A CHATEAU.

FROM A SKETCH BY C. W. DE GRINEAU.

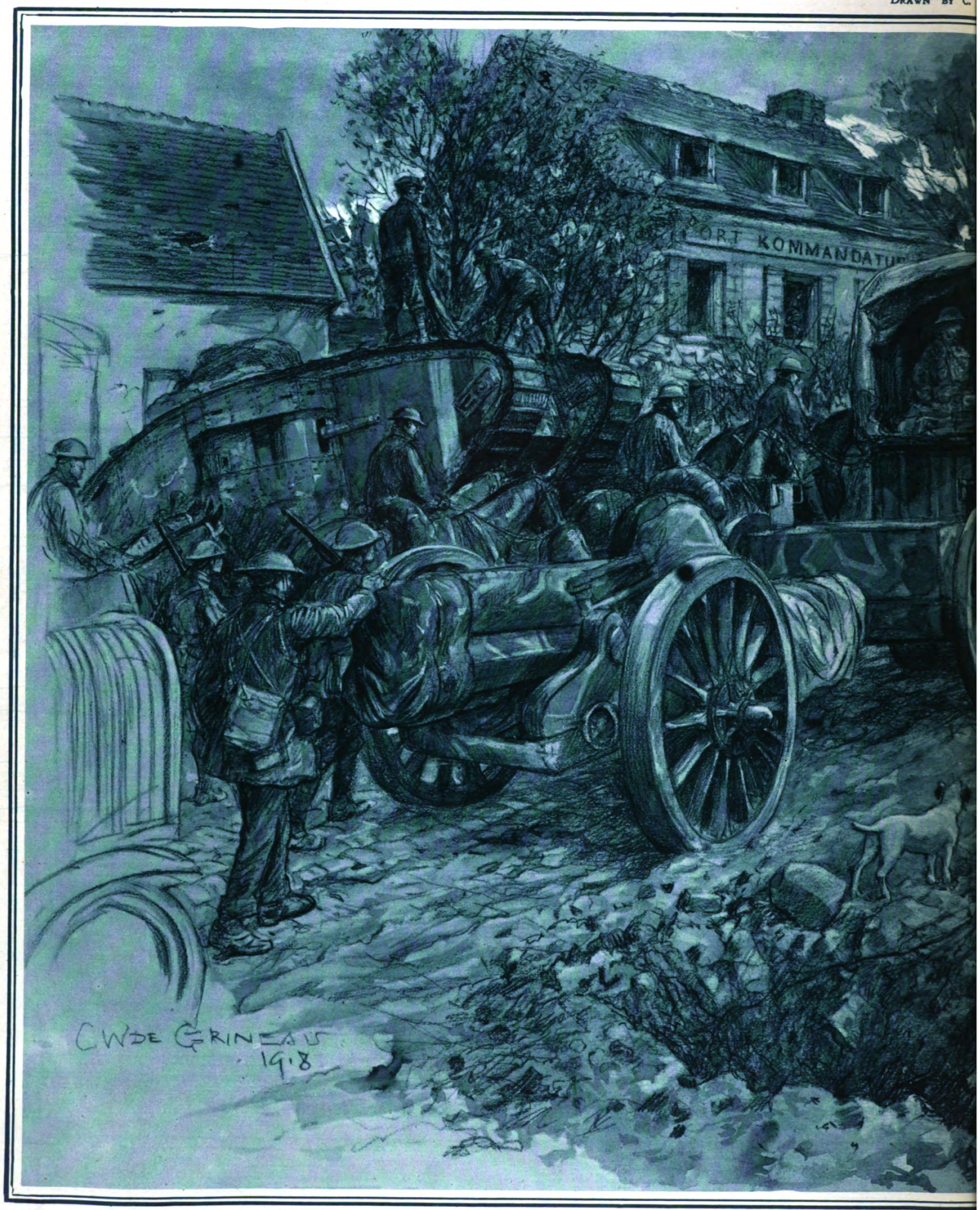


CANAL": BRITISH TROOPS DRIVING THE GERMANS FROM THE CHATEAU OF NOYELLES.

the Château in pursuit. An official communiqué describing the battle said: "The 2nd Division crossed the Canal about Noyelles and advanced over 1½ miles up the rising ground to the east." Mr. Philip Gibbs writes of the same occasion: "Our 2nd Division did brave work in gaining a bridgehead across the canal east of Noyelles, where the cutting is deep and wide with shelving banks bricked up, so that it is a terrible place to cross under fire. The enemy kept it under fire, and had observation of our men from the high mound south of Cambrai and the Mont-sur-Les Œuvres."—[*Drawing Copyrighted in the United States and Canada.*]

THE GREAT ADVANCE WHICH CAUSED THE ARMISTICE: A BR

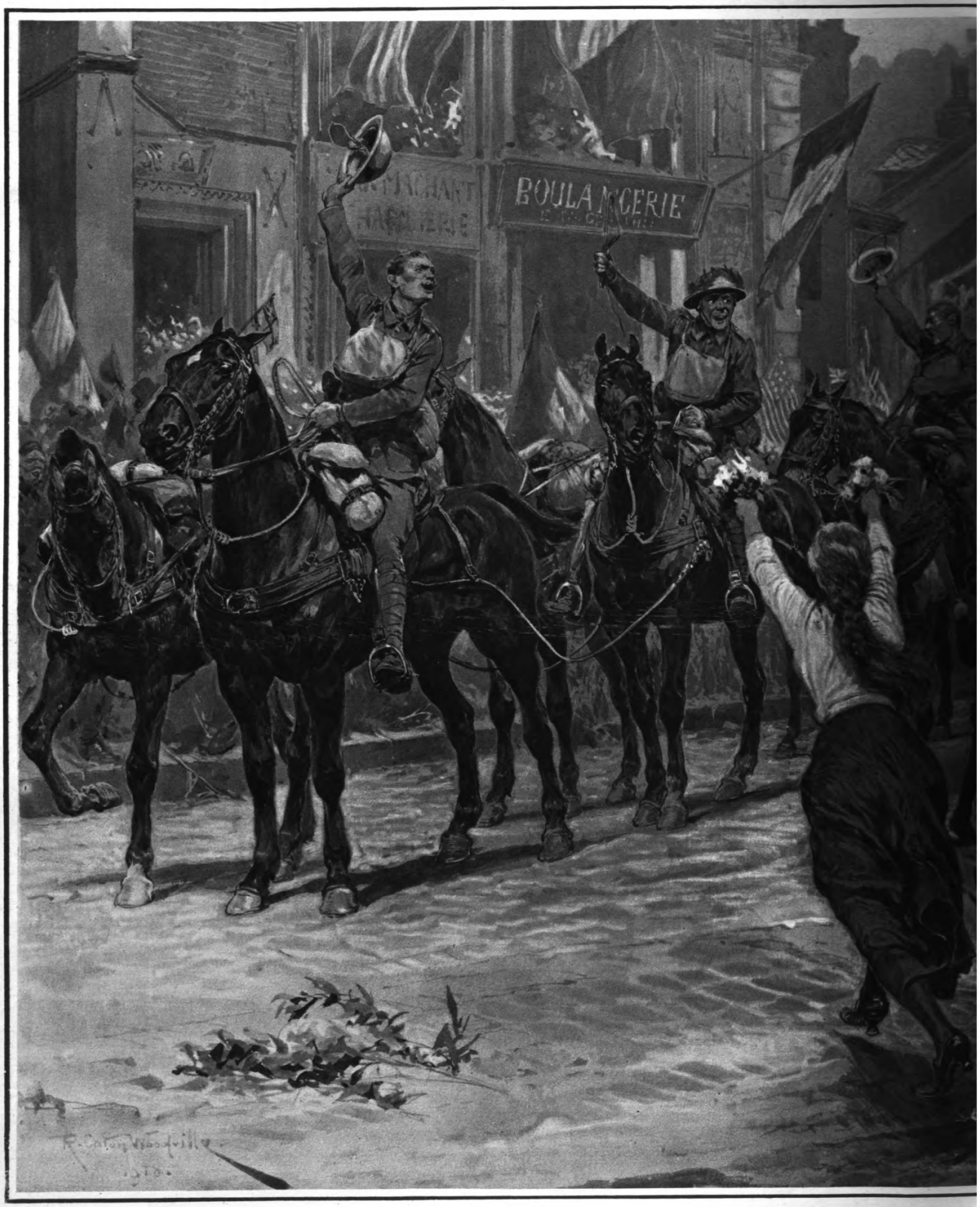
DRAWN BY C.



THE MIGHT OF BRITAIN ROLLING BACK THE INVADER FROM THE SOIL OF FRANCE:

During the last days of the war before the Armistice the British Armies on the Western Front were moving forward with irresistible pressure on the heels of the retreating enemy. The roads were crowded with long columns of infantry, transport, and artillery, all advancing in relentless pursuit. The above illustration shows the scene as one such column streamed through a French village which had just been recaptured, and where already the Tricolour was floating once more from many of the cottage windows.

N.B.—Supplement: "Guerre Finie! Boche Napoo!"



"GUERRE FINIE!

This painting will form a historic souvenir of a historic event—the entry of British troops into the outskirts of Mons on the day of the Armistice, No
our men and the people. They took the form of such familiar phrases as "Guerre finie! Boche Napoo!" Short, but

FROM THE PAINTING BY R. CATON WOODVILLE. Co



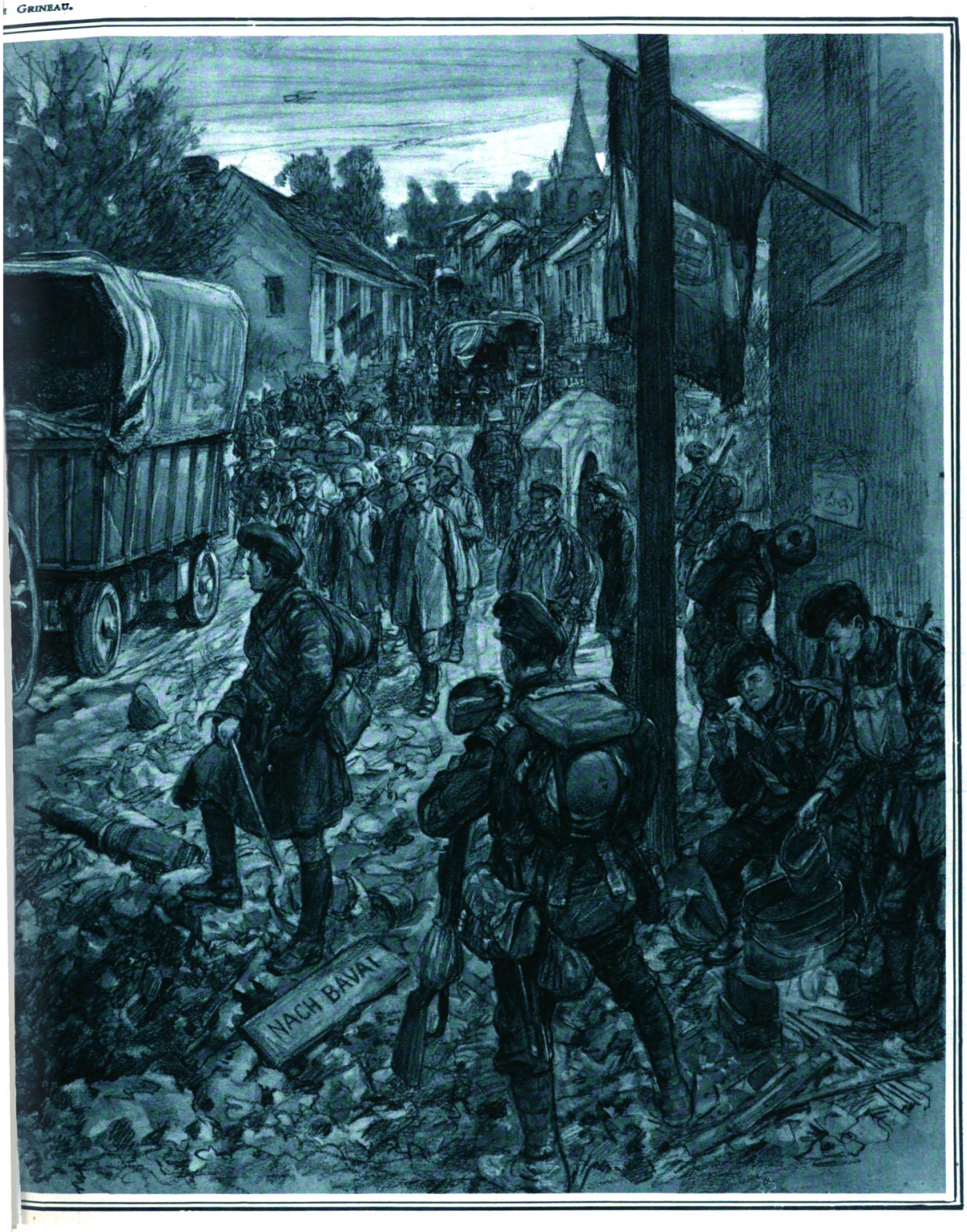
BOCHE NAPOO!"

vember 11, 1918, amid the joyful welcome of the inhabitants. It places on record also the kind of mutual greetings which were exchanged between very expressive and adequate to the occasion. All that they implied was visible in kindling eyes and happy faces.

VRIGHTED IN THE UNITED STATES AND CANADA.

SH COLUMN STREAMING THROUGH A RECAPTURED VILLAGE.

E GRINEAU.



TANK READY, AND ARTILLERY MOVING FORWARD DURING THE FINAL OPERATIONS.

In the left foreground is a 6-inch howitzer drawn by a motor-lorry, lumbering along past a Tank which is awaiting its turn to advance. Further up the road, which is littered with machine-guns and other débris, is a crowd of other lorries, guns, and infantry going over a bridge and up the hill. In the right foreground is a group of Highlanders having tea, while just beyond them are two old French villagers, and to the left of them some German prisoners.—[*Drawing Copyrighted in the United States and Canada.*]

THE LAST FIGHTS BEFORE THE ARMISTICE: BRITISH

DRAWN BY H. W. KOEKKOEK FRO

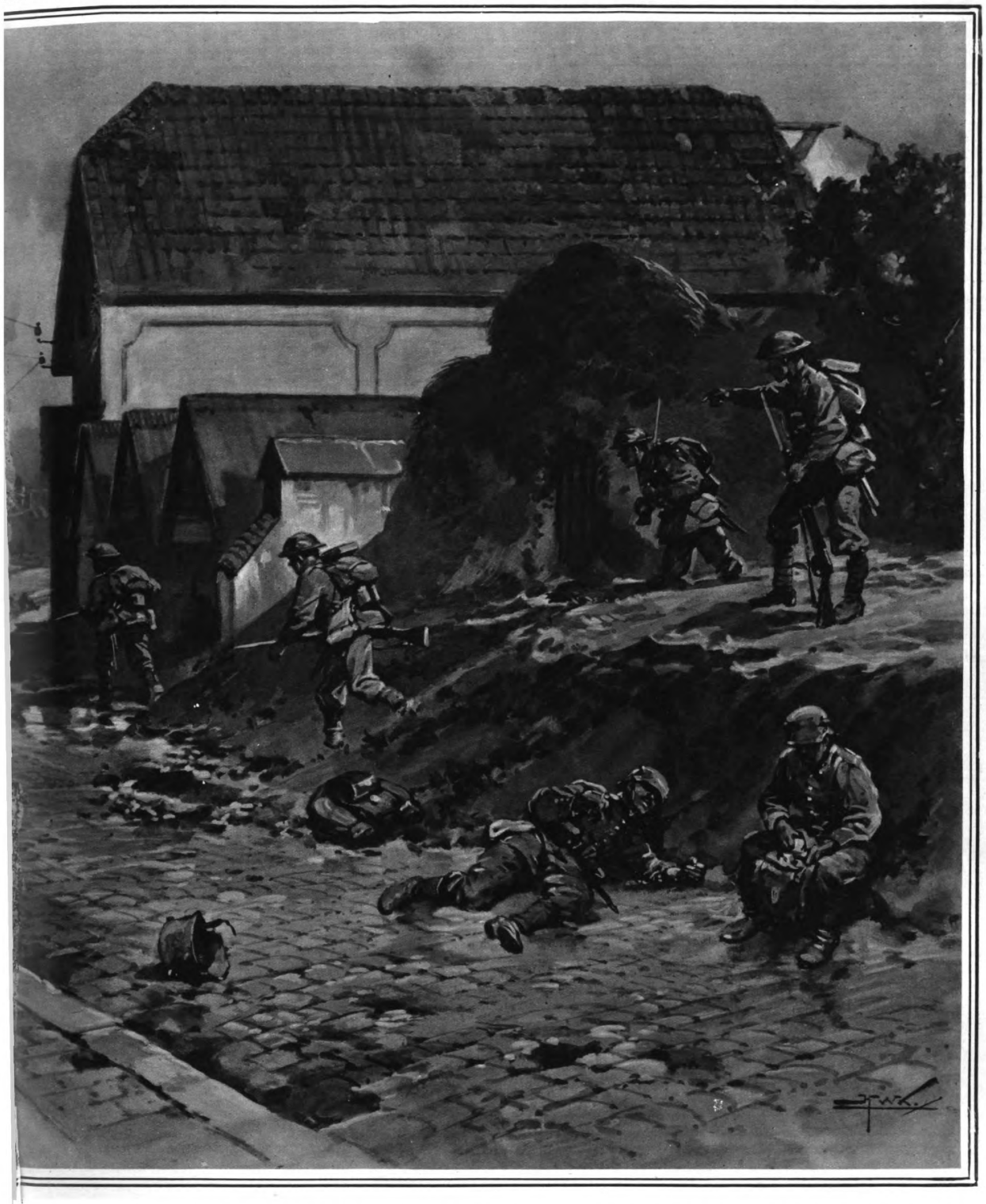


"NO SINGLE VILLAGE HAS FALLEN INTO OUR MEN'S HANDS WITHOUT A SEPARATE

The British advance which led to the capture of Valenciennes was far from being a walk-over. The enemy's rear-guards in many places resisted stubbornly, and our men advancing along village streets were met by machine-gun fire. Writing shortly before the Armistice of many actions of which the above is typical, Mr. Philip Gibbs says: "Troops of our First and Third Armies are still fighting very hard in the woody country south of Valenciennes and east of Le Cateau. The Germans are resisting strongly, and no

RIFLEMEN CLEARING A VILLAGE NEAR VALENCIENNES.

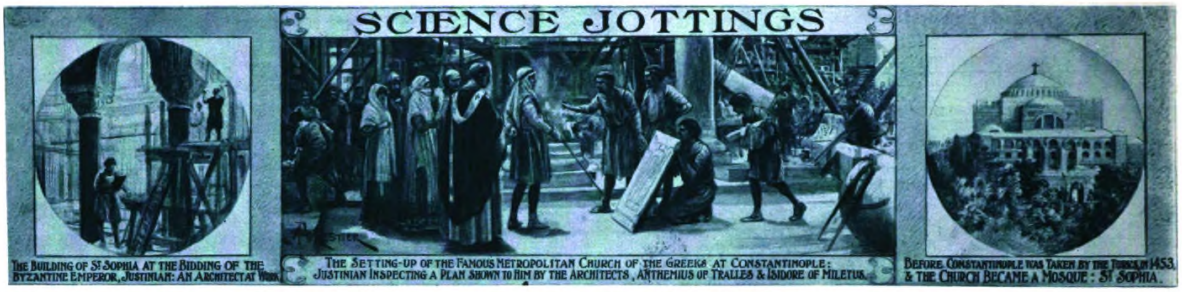
KETCH BY C. W. DE GRINEAU.



TLE BATTLE FOR IT": BRITISH OUTPOSTS FORCING BACK THE GERMAN REARGUARDS.

t village has fallen into our men's hands without a separate little battle for it, though during the last 24 hours they have taken many villages. . . . The enemy has many and machine-guns everywhere, and our men moving forward in this open warfare without any protection of trenches or dug-outs, on the outskirts of woods, where the Germans good cover, and in villages, where they fire from the roofs and windows and cellars, are not having an easy drive through."—*[Drawing Copyrighted in the United States and Canada.]*

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.

THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.

BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

THE LATIN RACE, AND ITS COMPOSITION.

RACIAL problems just now are assuming an unprecedented importance, so much so that they have come to force themselves upon the attention even of those who till now have never given a thought to such themes. And among these are probably many who took it for granted that the various nations of Europe represented practically homogeneous assemblages of peoples. But the splitting up of Austria-Hungary into its component elements must have done not a little to show that our everyday conceptions on this head need overhauling.

On the subject of the "Latin Race" undoubtedly much misapprehension has existed. For, although admittedly represented by several nations, it has probably been generally assumed that they are, so to speak, of one family. Nothing could be further from the truth. What the term "Latin Race" means in regard to the Italian people has just formed the subject of a brilliant piece of analysis by Professor Giuffrida-Ruggeri, the Professor of Anthropology in the University of Naples. "If the so-called Latin Race really existed," he remarks, "the anthropology of Italy, as of a good part of Europe, would be very simple . . . but there are no characteristics which apply to all the representatives of the so-called Latin Race."

He then proceeds to show that there is a very evident difference, in the physical characteristics, of the population occupying the north and south of Italy. In the former, the Alpine—"round-headed"—type prevails; and in the latter, and in the islands, an almost homogeneous Mediterranean stock—long-headed and of low stature—is found. In the south of the peninsula, especially in Basilicata and in the islands, the percentage of very short individuals is large, as is shown by the numbers of the conscripts refused because of their height; and this attains its maximum in Sardinia.

In tracing the origins of the Italian peoples, a start has to be made at the Neoanthropic phase of human development, for Italy as yet has yielded nothing of importance as touching man in Protolithic or "Palæolithic" times. From the Lombard plains to the Ionic shore the circular foundations of huts, half-buried in the ground, have been found. These were apparently inhabited by a pastoral people who were united in villages. In the foundations of these dwellings not only weapons of polished stone, but the remains of domestic crafts (including pottery) have been found. These people buried their dead in the contracted position; and beside the body was laid everything it could require in the life beyond the tomb. Many of these tombs have been found at Mentone, as well as in Liguria.



CAMOUFLAGED WITH PART OF THE ROOF OF A DESTROYED HOUSE: A GERMAN OBSERVATION-POST.—[*Official Photograph.*]

Among these ancient people there suddenly appeared an alien race, whose usages, customs, arts, and crafts were totally without relation to the past; and they later became known as the Ligurians. But they were of the long-headed, Mediterranean type, and migrated, it would seem, from the East, bringing with them the shells of the pearl oyster and the culture associated therewith. From the evidence of the pottery, these migrants seem to have come from Crete. Later, towards the end of the Neoanthropic phase, as is shown by human remains from a cave near Palermo, short-skulled "Alpines" from the highlands of Asia Minor made their appearance, bringing with them the knowledge of the use of metals. They formed settlements in Sardinia.

Into the midst of this metal-using civilisation a new people now thrust themselves. They were migrants from Central Europe, who descended into Lombardy and occupied the ponds and lakes, by building houses upon piles. The little towns and streets which they built on posts are known as "Terræmare." Towards the end of the second millennium the pile-dwellers were driven out by the Umbro-Sabelli from the north. The pile-dwellers migrated towards the Marche and the Tiber valley, and it is believed that their descendants were the Latins, founders of Rome. These people, however, have to share the honour of the founders of Rome with the Sabines, Samnites, and other Sabellic peoples, who are also represented in ancient Rome, together with men of the Nordic Race, from northern Europe. These last seem to have made their appearance during the twelfth and eleventh centuries B.C. The eighth to the seventh centuries witnessed the foundation of Etruria by a further alien invasion—the Etruscans, bringing with them a truly Oriental luxury in the form of sculpture, precious metals, bronze, worked iron, and filigree work, and the culture of vines and grain. The Italian is a blend of the three fundamental races of Europe, still traceable in different parts of the peninsula and its islands.

—W. P. Pycraft.



BUILT TO RESEMBLE A SMALL COTTAGE: AN INGENIOUS GERMAN CONCRETE MACHINE-GUN POSITION, AND OBSERVATION-POST.—[*Official Photograph.*]

Your boy's first shave

WHEN that boy of yours begins shaving, help him to start in the right way—the **Gillette** way.

Give him a Standard **Gillette** set—the razor that will last him a lifetime, and never want replacing.

Give him a razor that will make shaving safe, easy and pleasant right from the very beginning. Make his shaving so simple and satisfying that he will never have any "haven't-had-time-to-shave-this-morning" days or away-from-home shaves.

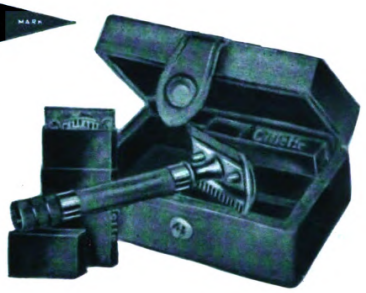
In Pliny's time—Pliny, by the way, was the first Roman who shaved every day—the first day of shaving was regarded by the Romans as the entrance upon manhood, and celebrated with great festivities.

In these modern days there are no festivities to mark the occasion, but there is the **Gillette** Safety Razor, which is less costly than a feast and of much more practical value.

The **Gillette**, too, will teach your boy useful lessons in economy as well as cleanliness—lessons that will cling to him through life. Give him a **Gillette** and make him happy.



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With Peace !

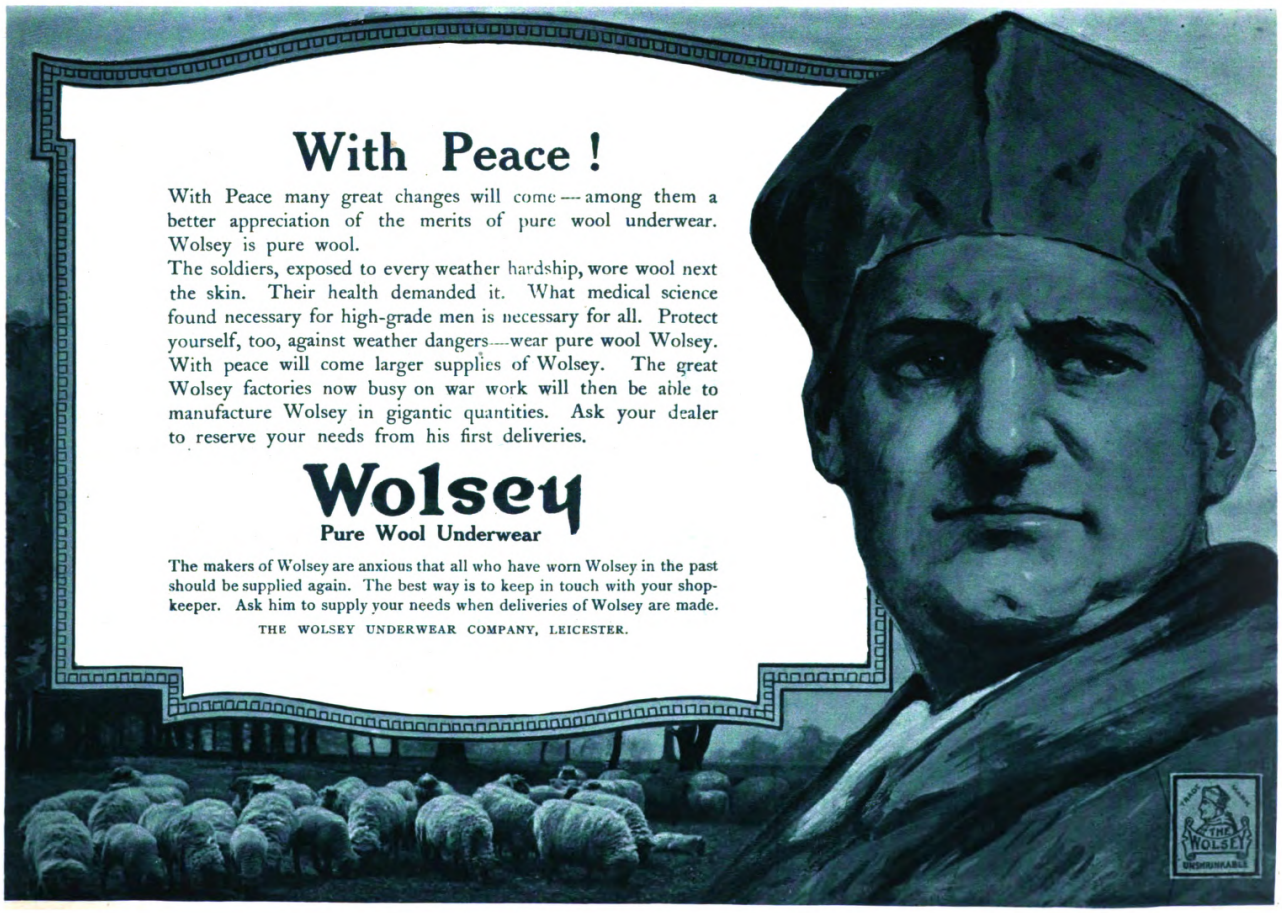
With Peace many great changes will come—among them a better appreciation of the merits of pure wool underwear. Wolsey is pure wool.

The soldiers, exposed to every weather hardship, wore wool next the skin. Their health demanded it. What medical science found necessary for high-grade men is necessary for all. Protect yourself, too, against weather dangers—wear pure wool Wolsey. With peace will come larger supplies of Wolsey. The great Wolsey factories now busy on war work will then be able to manufacture Wolsey in gigantic quantities. Ask your dealer to reserve your needs from his first deliveries.

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LADIES' NEWS.

HOW to wear the victory smile is the question being variously answered on all sides. The girl war-workers wear it openly and widely as did the Cheshire cat. Indeed, to quote Mark Twain, their smiles are loud and frequent. The ordinary nice woman wears it in a nice, contented, ordinary way that is most effective; the selfish women seem to smile into themselves as if settling in what manner peace is specially to please them. The aristocrat smiles more with her eyes than her lips. Opulent women smile lips and eyes alike, many a thousand smiles; and I thought that the Queen's was among those, as I saw her several times last week, who have tears quite near them, for all that has gone beyond recalling. Yet it is ever the victory smile, and very becoming it proves, whether merry, or brave, or just joyous. Even the selfish smile is camouflaged, so that its own wearer does not know that there is self in it.

Dancing will be the chief amusement of this winter. With the war over, the very last objection to it is withdrawn. There is now no special fear that a wife may be dancing whilst she is becoming a widow; or a girl tripping it while her lover or her brother is dying or dead. This cold douche of dread is turned off by the silence of the guns. Dance dresses are very pretty, and not necessarily expensive. Charming frocks of Georgette, with slight embroideries or silver lace, can be had for four or five guineas; and men do not think of dancing with the best-dressed girl in the room now. They like the best dancer, or the jolliest partner: most of them think all the dresses extraordinarily pretty, and so they are, for they are of lovely shades and are ethereal and simple. These things appeal to the manly mind. Women look much more at detail, although only the really vulgar-minded among us judge by expense.

A woman was wailing the other day that, while her hands and her feet were undoubtedly useful, they were also horridly expensive. Stockings and shoes, of course, are more worth what they cost, for they do wear awhile. About gloves was her chief complaint: London is so hard on gloves, and they are now so costly. For once in a way fashion is kindly, and many evening frocks have long sleeves, so that the gloves need not be long. The lady, or is it the dictator, is repenting of this concession to economy, for some of the latest and most elaborate dress-models have no sleeves at all, and have returned to the jewelled aiguillette, or the gold or silver band. As this is classical, perhaps gloves may be omitted from the scheme, a hope too fair to materialise, I fear. Really, 30s. and 40s. a pair for long gloves is serious!



A FASHIONABLE AFTERNOON DRESS.

Made of grey velvet, trimmed with steel embroidery, this dress shows the new line, which is most becoming to the tall slim woman.

The new Marchioness Conyngham is an Australian by birth. She was Miss Tobin, daughter of Mrs. W. A. Tobin, and married the then Lord Frederick Conyngham about three months after the outbreak of war. He speedily rejoined his Battalion of Royal Inniskilling Fusiliers, and has since been wounded. The late Marquess lived at Bifrons, near Canterbury. He was unmarried, and the present Peer is his only brother. It is not a rich peerage: there are two residences and a considerable acreage in Donegal, and a place in Meath. We have other representatives of the daughters of the Empire in the Peerage—the Marchioness of Donegall is a Canadian; the Countess of Darnley is Australian, and met her husband when he was there, as the Hon. Ivo Bligh, playing cricket for All England. The Dowager-Countess of Seafield is from New Zealand; her daughter, the present Countess, was born there. The late Lord Seafield was Scotch, but lived most of his life in New Zealand.

There is a fair amount of sympathy expressed for the Kaiserin among women; men, in their chivalrous way, are all sorry for her. A life of thirty-seven years with the Kaiser seems to entitle her to any amount of sympathy. She never loved England, and she cordially detested Americans. Both sentiments were probably reflections of the Kaiserial mind. Her brother, Duke Ernest Gonthier of Schleswig-Holstein, married the only daughter of Prince Philip of Coburg and the eldest daughter of the late King Leopold of Belgium, who is eighteen years his junior. They have no children, and the heir to the dukedom, which is probably now non-existent, is Princess Christian's only surviving son, a man certainly deserving of sympathy, since he went to Germany only because he was the heir. His elder brother would not go, and it was pointed out to him as a duty. He was always more an Englishman than a German; and when he returned from here, on the outbreak of war, as he was bound by oath to do, he was broken-hearted. He has never fought in the war, having refused to lift his sword against this country, so he has been Commandant of a prison camp for officers, and treated them as well as was possible. The Kaiserin set her heart on making a German marriage for her brother's heir, but he would have none of it. There was no share or place in rule for the Kaiser's wife; she was in no way treated as a Consort. Rather a handsome woman, with hair which silvered when she was forty, she carried herself well, and the Kaiser saw that she had dress and jewels to

[Continued overleaf.



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Continued.]

look the part of his accessory. The war was, I am told, a horror and a torture to her from the first. Her last visit to this country was with the Kaiser and her only daughter when the Memorial to Queen Victoria in front of Buckingham Palace was unveiled.

The Empress Eugénie, in her ninety-third year, has seen the reversal of her husband's overthrow. Partly



WIFE OF THE BLINDED MEN'S CHAMPION: LADY PEARSON, WHO HAS DONE DEVOTED WORK FOR ST. DUNSTAN'S.

Lady Pearson has devoted all her time to working for St. Dunstan's Hostel, on behalf of which Sir Arthur Pearson has recently issued a new appeal for funds as a thank-offering for victory. Lady Pearson, formerly Miss Ethel Maude Fraser, is a daughter of Mr. John William Fraser, of Herne, Kent. She has one son.—[*Photograph by Hugh Cecil.*]

Spanish, partly Scotch, she was a great figure in Paris, and must have exercised in the heyday of her youth very much of that mysterious gift called charm. Extravagant she was, in a way rarely reached here or in America before the war. Never popular with the French, she loved them well. Her sorrows since she fled from France in Sir John Burgoyne's yacht, and landed in a storm at Ryde, and slept in a room (kept now as it was then) in the George Inn, have been heavy. She has hoped that she would live to see this war won, and has been intensely interested in it, and especially in the share taken in it by aviators. A great yachtswoman in her day, she was visited once at Cowes in her yacht the *Thistle* by the Kaiser, and thought it execrable taste of him to propose himself as a visitor. King Edward, I was told, advised her to receive him, which she did with courtesy. A pleasure in her old age is the son of Prince Napoleon, her husband's great-nephew, and his wife, the youngest daughter of the late King Leopold of Belgium. This young Prince Napoleon Bonaparte is in his fifth year.

After the manner of olden times, we are calling the newest autumn shades for the heroes of the war. A one-syllable name goes best for a colour, so we have Foch blue and Haig red; the Queen was wearing the latter when I saw her driving in the Park with Princess Mary, who was in Foch blue, the other afternoon. Neither royal lady had, perhaps, the least idea that they were thus honouring great soldiers. It has pleased the modistes to call a beautiful russet red—which, with skunk fur, suited her Majesty remarkably well—after the soldier of Fife whose part in winning the war has been as important as modest. A dull bloom-blue is called for the Marshal of France, and such was worn by the young Princess. That the Queen does think of the significance of colour is proved by her frequent wearing of green when in Ireland; on no occasion have I known of her wearing the tartan, and Wales has no special hue. Her Majesty's taste in colour is for pink and blue and mauve—all in rather brighter shades than are usual; at this time of year dark, rich colours appeal to her, and suit her very nicely. A. E. L.

CHRISTMAS IN THE SHOPS.

THE wise buyer of Christmas presents does not forget that the pleasure given by a seasonable gift does not die with the season. That is notably true of things for purely personal use, such as the famous toilet productions of the "Erasmic" company. Daintily perfumed and made from the finest materials, these preparations enjoy a deserved popularity amongst women of good taste, who recognise, too, that they are of real value in keeping the most delicate skins in perfect order, proof against the bitter winds and rough storms of winter, just as they mitigate in summer the effects of a blazing sun. They are of value not only to women but also to men.



Preparations such as the "Red Rose of Lancaster" series are invaluable to all who are exposed to the influence of cold winds and rough weather. The Erasmic Company have won a high reputation in Paris and London, both of which cities have learned to regard with favour their perfumes, powders, soaps, and other preparations, and men value Erasmic Shaving Soap as highly as do women their Erasmic Vanishing Cream, which is so soothing and refreshing a preservative of the skin. Their Erasmic Bath Salt is an agreeable detail of the toilet, and is made in a range of delicate perfumes: Eau de Cologne, Violette, Verbena Salts, each having its particular odours. For combining the useful and the luxurious, Erasmic preparations take high rank, and no well-equipped toilet table, either for women or men, is complete without them. There is fascination in the names of their dainty productions: "La Reine d'Egypte" perfume; "Frisson d'Amour" is another; Serie Bal Masqué," and "Series aux Fleurs Populaires," all suggest the charm and refinement of the productions themselves. Needless to add, the Erasmic Company's productions are obtainable at practically all chemists and stores at a quite reasonable price, and their London showrooms are at 117, Oxford Street, W., and 13, New Bond Street, W., where our readers should write for the company's catalogue.







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SLIPPERS

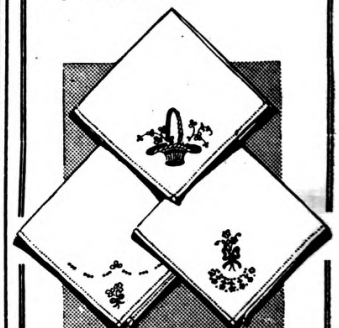
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"They come as a boon and a blessing to men,
The Pickwick, the Owl and the Waverley Pen."

THE KAISER'S FATAL ERROR.

PERHAPS an author who has become a naturalised British subject is not a bad sort of writer on the relations between Germany and Great Britain, and such a writer is Mr. J. Ellis Barker—which is as near as possible to the patronymic under which he offered to the British public the first of a series of volumes on "Modern Germany." And now, when the Fatherland has been shaken to its very foundations, he presents us with another contribution on the subject in the shape of "The Foundations of Germany: A Documentary Account Revealing the Causes of Her Strength and Wealth and Efficiency," though perhaps the "Downfall of Germany" would have been a better title, seeing that what to most readers is likely to prove its most interesting and instructive part iswa chapter on "The Policy of Bismarck and William II."

The gist of this is that, if Bismarck had been alive and still at the helm of affairs in August 1914, or if the Kaiser had been true to his "dropped pilot's" policy, the world to a certainty almost would have been spared the terrible war which, among other things, has utterly undone the work of the German Empire's real founder. William II., in fact, proved a regular Penelope to the web of empire so laboriously woven by the great Chancellor." Had not the Emperor and his counsellors deliberately thrown to the winds Bismarck's pleadings for a sane policy and his unceasing admonitions, Germany would still be prosperous and at peace."

The whole root of the evil lay in the Kaiser's binding Germany to Austria to a far greater and more perilous extent than was contemplated by the conclusion, in 1879, of the Austro-German treaty of mutual defence, which, by the subsequent adhesion of Italy, formed the basis of the Triple Alliance. This is also precisely the argument adduced by Prince Lichnowsky in his "Mission to London," to show that Germany had precipitated the war by adventurously following Austria in her policy of aggression in the Balkans instead of maintaining a purely defensive attitude as contemplated by Bismarck when initiating the era of the Triple Alliance. But the moment the Kaiser took his stand at Vienna in "shining mail," and declared that he

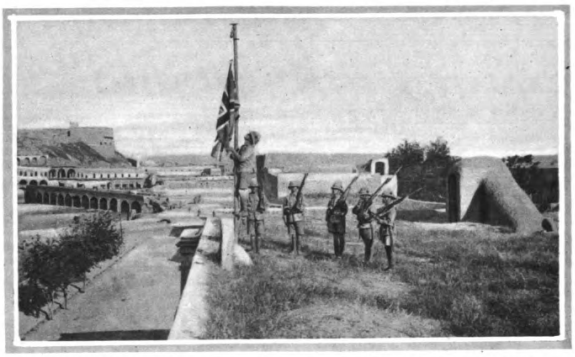


AFTER BATTLE: AN ARMY CHAPLAIN SAYING A PRAYER OVER THE TRENCH-GRAVE OF TWO GALLANT SOLDIERS.
Official Photograph.

meant to prove not only a "brilliant second" to, but a positive champion of, his ally in connection with the latter's annexation of Bosnia-Herzegovina, the impetuous War Lord committed himself to a line of country that was bound to lead, as it did, to a world war.

Both when as yet in office and after his dismissal, Bismarck continued insistent in pointing out, in the clearest language—as Mr. Ellis Barker explains—that Germany was under no obligation whatever to support Austria in the Balkans, and that in case of serious Austro-Russian differences, such as those which actually arose in July 1914 with regard to Serbia, Germany should not seek to act as Austria's unconditional supporter, but as a mediator, or "honest broker," between the two States.

Bismarck himself put the whole matter in a nutshell when, three years after his fall, he said: "The Austro-German Treaty of Alliance provides only against an attack against Austrian or German territory on the part of Russia. Being thus limited in scope, there is no question of the Treaty being made to serve Austria's special interest in the Balkans. The exclusive purpose of the alliance is to obviate a Russian war of aggression (on either of the contracting parties). Its object is in no way to strengthen Austria in the pursuit of a purely Austrian policy in the East. Germany has no interests there. Besides, if she supported Austria's Balkan policy she would defeat the object of the Treaty, which is to preserve the peace." Prince Lichnowsky, who is now seen to have been a much wiser and safer counsellor than the Kaiser then thought him to be, expresses himself in his pamphlet in almost identical terms. Finally, Mr. Ellis Barker—who has certainly never shown any admiration of the German Emperor, or his policy — thus concludes his indictment: "The official and non-official spokesmen of Germany have asserted unceasingly that a world-conspiracy had been formed against their country—that Russia or England was to blame for the present war. Those who are acquainted with Bismarck's writings know that the present war has not been caused by England's jealousy or Russia's ambitions, or France's thirst for revenge, but only by Germany's own folly, and especially by the action of her Emperor, who dismissed Bismarck, disregarded his warnings, and plunged the nation into a war which may end in Germany's destruction"—has, in fact, already so ended, or the next thing to it.



THE WINNING OF THE MESOPOTAMIA CAMPAIGN: HOISTING THE UNION JACK OVER THE TURKISH HEADQUARTERS AT KIRKUK.
Official Photograph.

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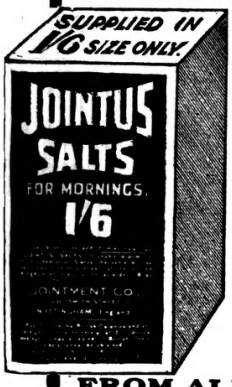
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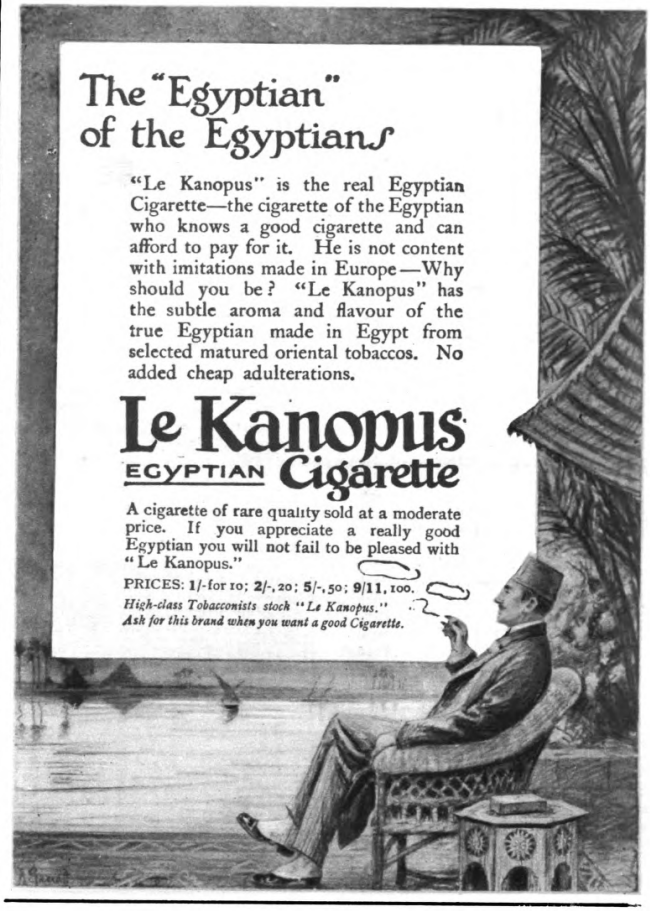
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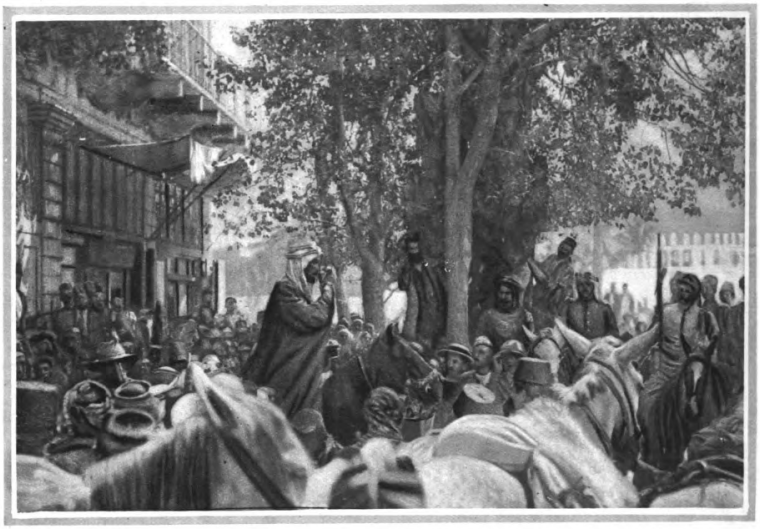
NEW NOVELS.

"White Nights; and Other Stories."

Human unhappiness, in Dostoievsky's novels, is presented as only genius can deal with it. One of the most pitiable spectacles imaginable is the suffering of a man who struggles to smile at his own distress, and this is not spared us in the stories of "White Nights" (Heinemann). Take, for example, the author of the diary in "Underground," who examined the motives for every act he committed, and discovered them to be uniformly base, or cowardly, or insanely sentimental. The picture, the finished portrait, is frightful; and the last thing we seem to hear is the laughter of the lost wretch as he turns shuddering from himself. By comparison, the first story, "White Nights," is an idyll; and it dwells on the heart-breaking solitude of a gentle and affectionate being who dreams for a few short days that he has found his mate. These people, so sensitive, so hopeless, so conscious of their own misery, live in a world of unclean habitations, of joyless horizons—the world of a long Russian night. When you consider what his country did with Dostoievsky and other intellectuals, and go on to think of the still deeper darkness it is plunged in now, the history of Russia takes shape as the most terrible tragedy known to the world. There is a purpose and a meaning in the martyrdom of France or Belgium, a splendour ineffaceable. But the Russians trample upon each other and are suffocated, as their soldiers of the Masurian Lakes were suffocated in the marshy death that Hindenburg commanded for them. Even the sweeter tales of the present volume are filled with melancholy.

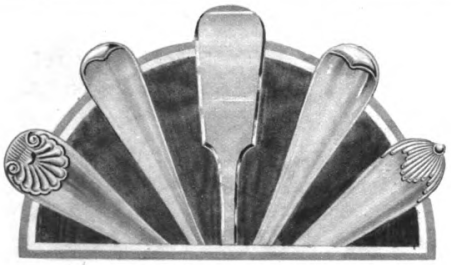
"Joan and Peter."

Mr. Wells has returned to an early love. He wrestles in "Joan and Peter" (Cassell) with the matter of education—or the absence of it—in England. The truth seems to be that simultaneously with a recrudescence of his contempt for the classics he has discovered the Empire, and can perceive no one competent to handle its problems. His Imperialist, Oswald, comes back from Africa to be the co-guardian of Joan and Peter. He ranges up and down England looking in vain for the schools of his desire. Now this is curious, because, so far as Peter was concerned, Osborne and Dartmouth would probably have satisfied him; and Oswald, being an ex-midshipman, must have known of their existence. Perhaps it is Mr. Wells who forgot them—he has a way of forgetting the Navy. If you substitute engineering for biology, they give you an educational scheme on the fresh and strenuous lines that Oswald failed to find either in the preparatory or the public schools. His quest is, however, only a part of the story. There are some very clever chapters on the development of the two children, their adolescence, their sexual pre-occupations (where Mr. Wells prances a good deal), and the shattering arrival of the Great War. Here, as in "Mr. Britling," the author quivers with exasperation at the state of his country, so muddle-headed, so crippled with ignorance and incompetence, so rife with distraction and dishonesty. Well may Admiral Sims find it necessary to reiterate that to know what the British have done you should ask anyone rather than an Englishman. No one could guess from reading "Joan and Peter," which reflects as in a mirror Mr. Wells's view of the times he lives in, that this bungling British race was, even while he raked over the dust-heap of its errors, keeping the seas for freedom, training and sending to victory armies of many millions, organising—admirably—its food control, and grinding down the scientific military machine of a nation of educational experts. Either the God of miracles — who is such a laughable conception to Mr. Wells — still exists and is backing the blockheads, or something is wrong with the Oswald-Wells point of view. "Joan and Peter" will, we may hope, be accepted rather as a brilliant piece of fiction than as a far-sighted or penetrating observation of England and the English in the last five-and-twenty years.



AFTER AN INTERVIEW WITH GENERAL ALLENBY: THE SHERIF FAISAL, SON OF KING HUSSEIN, AND COMMANDER-IN-CHIEF OF THE ARAB NORTHERN ARMIES, LEAVING THE HOTEL VICTORIA, DAMASCUS.

The Sherif Faisal, who rode in triumph into Damascus, led the Arab forces which fought so brilliantly in Palestine. Mr. Balfour said at the Guildhall, paying tribute to our various Allies: "The great performance of General Allenby will be associated for all time with the great efforts made in co-operation with us by the King of the Hedjaz and his Arabs."—[*Official Photograph.*]





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Packed in 2 oz. and 4-oz. airtight tins at 2/1 and 4/2 respectively.

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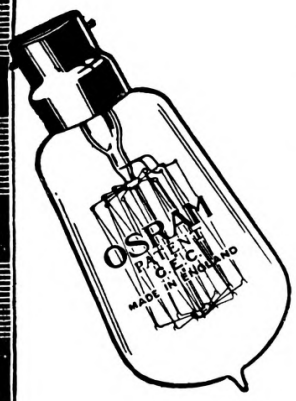
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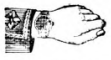
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HOLIDAY IMPRESSIONS.

IN "Cities and Sea Coasts and Islands" (Collins) Mr. Arthur Symons has collected a number of holiday impressions, some of which we have seen before. It may be that the most of them are reprints, but if this be the case it does not detract from their value, for Mr. Symons has always been a careful writer, deep thinker, and close observer. The first half of the book is given to Spain, and consists of papers written many years ago. To his criticism of Spanish art and literature distance brings no disadvantage; but in his impression of places he is, not unnaturally, very much behind the times. He would not, we think, recognise in the Seville of 1918 the city that appealed to him so strongly twenty years ago. The Germans have taken it under their commercial control since then, and the gardens in which he loved to pass idle hours are now overrun by electric trams. This is but one instance of the flight of time, and if Mr. Symons treasures his memories he will be wise to resist all temptation to return. The same remark would apply to other cities of his delight—happily not to all. He writes of London and his rooms in Fountain Court, Temple, when the electric trams were no more than a threat, before those of us who were his contemporaries there had learned to endure the hideous noise that banished for all time the night silence of what had been till then perhaps the most delightful corner of the town.



THE END OF THE FIGHTING IN MESOPOTAMIA: BAGHDAD COOLIES PULLING AN ENGINE.—[*Official Photograph.*]

The Hampstead Tube followed these essays into existence; the Hampstead Garden City was not built when they were being written. Even Dieppe—we remember the essay in that strange periodical, the *Savoy*—had grown unworthy of the tribute before war changed its face. And the reference to Collins's Music-Hall on Islington Green—how many years have passed since it was pulled down? Mr. Symons pictures for us in many of these essays a world we knew and loved, a world for which "modern improvement" has no use. There is much to be grateful for in this vista of half-forgotten places and conditions; they could not desire a more receptive historian, or hope to find one more responsive to their charm. Even the Cornwall of his delight has suffered change.

He writes of the exquisite solitude; in the summer that has just left us the writer of this brief note found every nook and cranny of Cornwall crowded with visitors; the greeting of quite kindly folk in a dozen villages was to this effect: "We hope you don't want to stay here, for there isn't as much as a bed in the place." Certainly Mr. Symons has been as fortunate in his choice of a season for living and observing as he is happy in the expression of what he has seen and felt.

An always welcome comer at Christmastide is *Holly Leaves*, the Christmas Number of the *Illustrated Sporting and Dramatic News*, and the skill of admirable artists and clever writers, and the charm of many beautiful coloured pages of illustrations, make the number a very notable war-time achievement. Both for art and literature it is an "all stars" production, and it is only necessary to mention a few names—Corcos, Sutcliffe, Wilmot Lunt, Davidson Knowles, Earnshaw, Lawson Wood, Balliol Salmon, Fred Pegram, Caton Woodville, Michael, Gordon Browne—as proof of the artistic excellence of the Number.



THE END OF THE FIGHTING IN MESOPOTAMIA: INFANTRY CROSSING A FORD.—[*Official Photograph.*]

On the literary side are found Pett Ridge, Marriott Watson, Eden Phillpotts, John Worne, and Barry Pain; and it may be summed up in a few words—*Holly Leaves* is good all through, and a generous two-shillings'-worth of seasonable literature and art.

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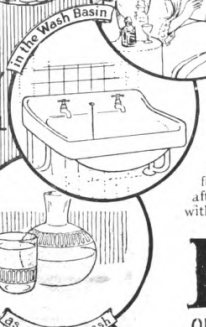
For XMAS 1918





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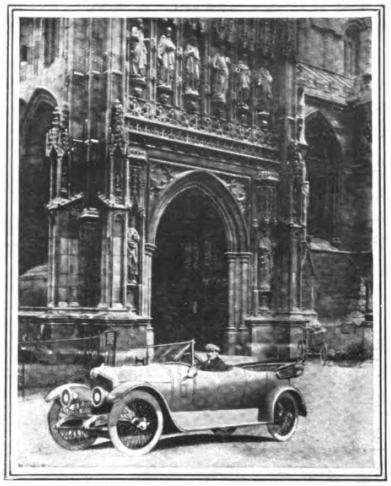
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THE CHRONICLE OF THE CAR.

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The question that every motorist is asking now is: Will petrol be released for private use, and how soon? I am afraid there is very little hope of any immediate improvement in the position. Obviously, there will be a great deal more of it for general disposal because of the virtual cessation of flying at the front and the easing off in training at the home aerodromes; but the needs of Army and Air Force transport will still remain as large as ever for some time to come. What there is to spare will, I take it, be first of all allotted to business firms for transport purposes and to public-service concerns, and until their requirements have been satisfied the private user will be ignored. It will probably not be until peace has been actually signed that we shall get any marked relaxation of the present restrictions. The Petrol Control department, however, has given an assurance that these will be removed as rapidly as possible, and with that we shall have to rest content for a while. A good deal will depend upon the number of tank steamers available, and the use to which they will be put during the next few months. At the moment I believe that the reserve stocks in the country are very satisfactory, and, if the present volume of imports can be maintained, it will not be very long before some of the surplus will be available for the private user.



ANCIENT AND MODERN: A FINE VIEW OF GLOUCESTER CATHEDRAL AND, A CONTRAST IN ITS MODERNITY, AN UP-TO-DATE CROSSLEY CAR.

Tyres for Private Use.

All of which reminds me that there are other problems than that of petrol to be faced when we try to get back to our motoring. One of those is in connection with tyre supply. I have already noted that the requirements of the Government have been the supply of the colossal number of 50,000 tyres daily. This number is to be reduced to 30,000 daily—20,000 pneumatics and 10,000 solids—and the demand is expected to be maintained for the next two years. As the total output of British tyre factories is only 25,000 a day, it is obvious that here is a problem which will require a great deal of solution. From the point of view of British trade interests that solution would best be found in the Government getting practically the whole of their requirements from America, and setting free the British factories to get on with the reconstruction of their home and overseas trade. I admit there are certain obvious drawbacks to such a programme, but the question is whether they are not outweighed by the advantages. If, however, it is impossible to adopt the policy as it stands, then it ought not to be beyond the bounds of practice to arrive at a compromise.

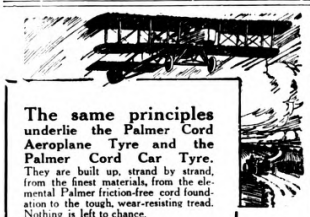
£1000 Motoring Prize.

The Automobile Association has received several entries for its competition for a £1000 prize offered for the best system for enabling coal gas to be satisfactorily used as a fuel for motor-vehicles. In addition, a large number have signified their intention to compete for the prize, but have not yet definitely entered as competitors. The closing date for the competition is Dec. 31, 1918. Those who have postponed their entries should communicate at once with the Secretary, Automobile Association, Fanum House, Whitcomb Street, London, W.C.2.

W. W.



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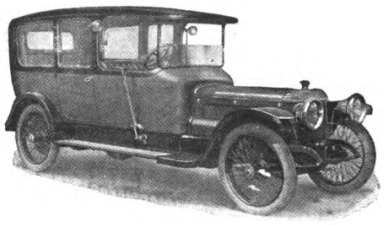
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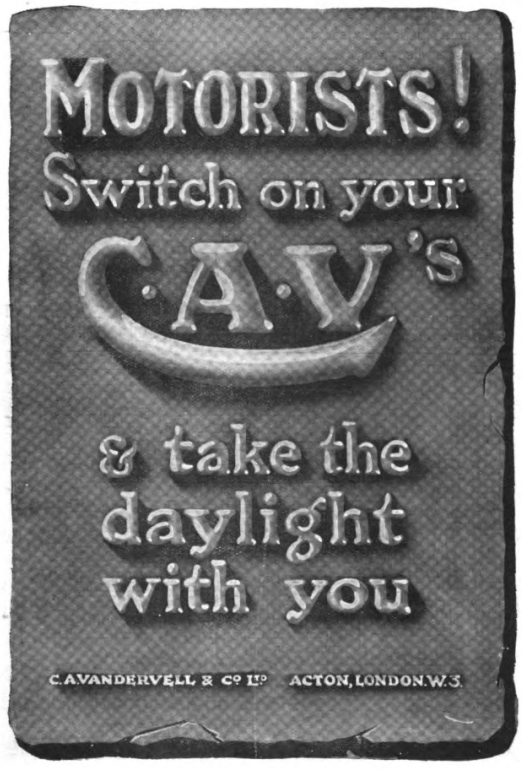
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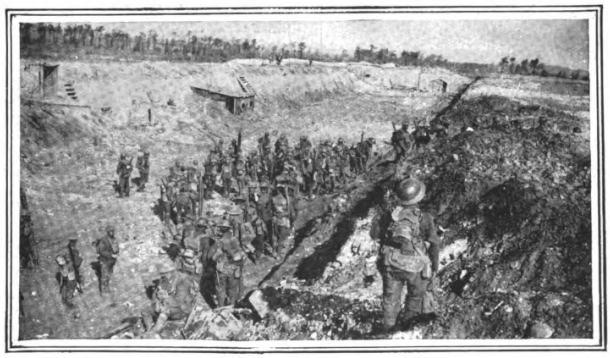
THE PLAYHOUSES.

"TWELFTH NIGHT." AT THE COURT.

EVERYBODY ought to see Mr. James Fagan's production of "Twelfth Night" at the Court, because here we have Shakespeare adequately and delightfully presented, the different elements of his story duly regarded and kept in the right proportion, the poetry, the Italianate romance, the broad humour, the study of conceit and its castigation, the drama of coincidence and masquerade, the sweetness of English girlhood—all realised in a setting that is beautiful and yet suggests rather than forces beauty on our notice. No production can altogether escape criticism, and there will be some, no doubt, to complain of too long intervals in Mr. Fagan's earlier curtain-falls, and to object to his howling the revels of Sir Toby Belch and his fellow-roysterers when played in the open air; but the wise playgoer will be thankful that he is given so much he can honestly praise, and will not look out for the little points that perhaps miss perfection. Similarly with the acting. The wonderful thing is that it should be so good, and that the whole should present so much harmony. We have had more deliberately comic Malvolios than that of Mr. Herbert Waring, but few so carefully thought out, so free from exaggeration, so truly of a piece alike in sunshine and in eclipse; you can be sorry over the discomfiture of this Malvolio even while you laugh at his antics: of how few recent Malvolios can this be said? Quite as happy is Mr. Arthur Whitby's Sir Toby Belch, something more of the wreck of a gentleman and more influenced by music than other Tobys, but gloriously full-blooded in his cups and at his catches—the best of fun. Mr. Miles Malleson's Aguecheek is a capital foil; Miss Mignon O'Doherty gives Maria a sufficient touch of sauciness; and the singing of Mr. Edgar Stevens's Clown, at all events, is exquisite. Similarly, the representatives of the four lovers leave agreeable impressions. Mr. Terence O'Brien's Orsino has eloquence; Miss Mary Grey makes a stately if restrained Olivia; Mr. Pardoe Woodman supplies what we want in a Sebastian; while in the Viola of Miss Leah Bateman we have a girl who is gallant, warm-hearted, tender, and rich in a sense of humour. Those who will may question if this Viola strikes sufficiently the note of romantic passion and gets all she might out of her lines, or find the other sentimental actors a little nervous in bringing out the rhythm of their speeches—though few could find that or any other fault in Mr. Brydone's Antonio; but the right attitude towards the whole performance is one of gratitude that in these exciting times we should obtain what is probably the best all-round rendering of "Twelith Night" within most folks' recollection.



THE ARMISTICE CELEBRATIONS IN PARIS: THE SAND-BAGGED STATUE AT THE ENTRANCE TO THE TUILERIES GARDENS DECORATED WITH GERMAN "TIN HATS."
Photograph by Barrière.



THE END OF THE FIGHTING ON THE WESTERN FRONT: TROOPS IN THE CANAL DU NORD WAITING TO GO FORWARD.—[*Official Photograph.*]

"THE OFFICERS' MESS." AT THE ST. MARTIN'S.

Plays sometimes are made scapegoats no less than the man in the proverb who may not look over a hedge, and in the rough justice of this world, have to suffer for the offences of others as well as their own. So may be explained the rather severe judgments pronounced on "The Officers Mess." It is not so very much more trivial than other trivial musical comedies that have passed muster in war-time; its authors, Messrs. Sydney Blow and Douglas Hoare, only seasoned a little more strongly than heretofore the dish which has usually been reckoned appetising enough. But the extra quantity of sauce or spice seemed to come at the wrong moment—at a moment when outside events of supreme importance rendered playgoers' appetites more queasy or more critical than they have been. And so there was not as much patience as in the past for this tale of the "mess" into which three scapegrace officers on leave land themselves by loading their flat with pretty young women, and lying wholesale to conciliate the shocked propriety of aunts and to retain their charmers. Even the inevitable bedroom scene was not the "cinch" it is always expected to be. Even such a pretty and piquant bevy of girls as Miss Peggy Kurton, Mlle. Odette Myrtil, and Miss Sybil Carlisle provided could not blind us on the night of a day of war-excitements to the artificiality of the formula. Even Mr. Ralph Lynn's Hawtrey-like slimness in inventing untruths, and plunging royally from one falsehood into another could not keep our interest concentrated on the stage. And Mr. Philip Braham's music seemed tinkling rather than gay. It may have been—it probably was—all a matter of mood, and in a week or two—who knows? — "The Officers' Mess" may have plenty of enthusiastic devotees.

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A SOCIETY WOMAN'S TOILET TABLE.

By "ESTELLE."

I WAITED in a charming boudoir while a slim parlourmaid hurried away to announce my arrival.

I had not seen Juliette since we both left school, though we had corresponded all the time, and it was with a tiny feeling of shyness that I prepared to meet my friend as the wife of an English peer. She must have changed, I supposed. I remembered her at eighteen as a merry but rather unprepossessing schoolgirl, dressed in the ugly convent uniform, her straight, straggling hair brushed straight back from the forehead, with the sallow skin which so many French girls possess. Her charm of manner and her great dark eyes with their long, curling lashes were, indeed, a counter-attraction, but the very length of those lashes was the sign of too-easily growing hair, and a dark, downy growth spoilt her pretty mouth. I could see no photograph in the room which looked in the least like Juliette.

The door opened, and a lovely woman, dressed in a filmy "tea-frock," came in. I was conscious of a sort of soft rush, and realised dimly that Juliette was embracing me.

"My dear-rest Helen," she exclaimed, with that pretty difficulty with her "r's" that I remembered so well. "You do not r recognise me, no?"

She stepped back, laughing.

"I don't believe I do," I said. "How lovely you 've grown."

She had. Her skin was as clear as a child's, the downy growth had entirely disappeared. I had never noticed what a pretty mouth she had. There was a tiny flush in her cheeks which was delightfully becoming, and which gave value to her shining, dark eyes, whose lashes seemed longer than ever. Her hair was no longer strained back from her forehead, but waved round her face in enchanting little curls.

"Come and take your things off," she smiled, and led me to her pretty bedroom.

As I took off my hat and tidied my hair, I looked round for a powder-puff. The dressing-table was strewn with gold-topped jars and flasks, but there was not a sign of powder or puff anywhere.

Juliette saw my dismay and laughed.

"I gave up powder some time ago when I was a V.A.D. I had to get used to avoiding it as unsuitable. Have one cleminite instead."

She offered me a slim bottle full of a rosy liquid.

"Rub it on your skin; you won't want any powder. It won't make you pink, if that 's what you 're afr-raid of."

I applied a little, and was delighted with the result; my skin felt beautifully cool and velvety—and looked it.

"Where do you get it?" I asked. "I suppose it 's horribly expensive?"

"I make it," she explained, "for two shillings and sixpence; I buy a packet of cleminite at the chemist's, pr-retty stuff, like pink sugar. I dissolve it in water, and, *voilà*, two bottles of the nicest beauty lotion I know of."

"Whatever 's this?" I asked.

"That is pheminol," she said. "He smells dr-readful, but he is my very good fr-riend. You remember I had such an ugly moustache? Well, I used pheminol once, and it all came out, never hurting my skin a bit, though maman made me try all sorts of painful things before. Then I put on a little tekko paste, and I have never been troubled with superfluous hair since. Hair is so funny, isn't it? It grows in all the *wrong* places, and then gets thin on one's head. Mine got thin, but since I used a tonic made of boranium (you can get it at the chemist's) and bay rum it has grown so nice and thick. Maman uses bay rum, too, but she prefers to dissolve tammalite in it, and all that grey hair has quite disappeared. Her hair looks just like mine—of course, we both shampoo with stallax granules, there 's nothing so delightfully cleansing."

I came across a jar filled with a white substance like solidified cold cream.

"What 's this, Juliette? Forgive my horrid curiosity, but I 'm most dreadfully inquisitive about your beauty secrets."

"Just plain ordinary mercolised wax. Never heard of it? Well, I couldn't do without it. A ver-ry clever person who knew I was fond of those scented creams one pays such atr-rocious prices for, once said to me, 'No wonder you 've a bad skin; it doesn't get a chance to breathe; you clog all the pores with waste matter, and your skin turns yellow and shrivels up just like a plant without water.' That set me thinking; now, instead of adding to my skin, I take away from it. Subtract your skin and the answer is a nice complexion," she laughed. "Mercolised wax absorbs all the ugly, soiled outer cuticle, invisibly and painlessly, of course, and leaves the nice, fresh new skin underneath. Isn't it wonderful?"

I was amazed. "But where do you get it?" I asked.

"Any little chemist has it in stock; you 've only got to ask for it. Oh, I *must* tell you about stymol. Do you remember I was always getting those hateful blackheads, besides having a face that shone like luminous paint in the dark? I 've discovered that they are simply the result of enlarged pores. I bought some stymol tablets—you see, I always keep some by me—and I dissolved one in water, bathing my face in the sparkling mixture. The blackheads were loosened at once and came right out on the towel. Now, I bathe my face from time to time with this lotion, and I find that it closes the pores. I never suffer from oiliness or blackheads now."



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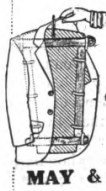
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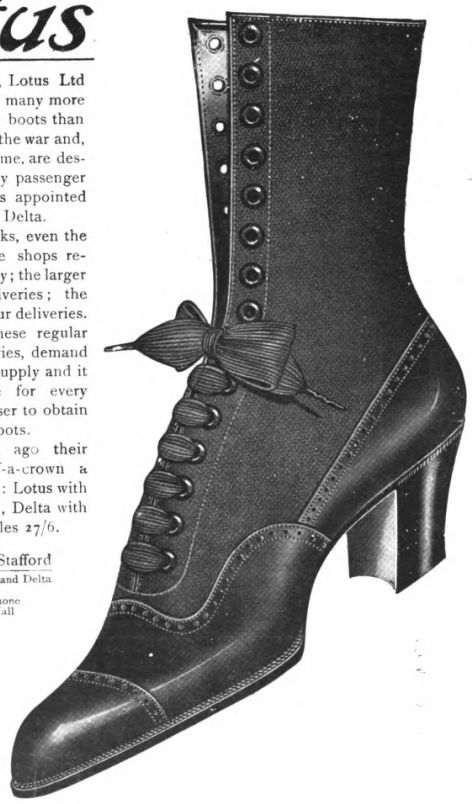
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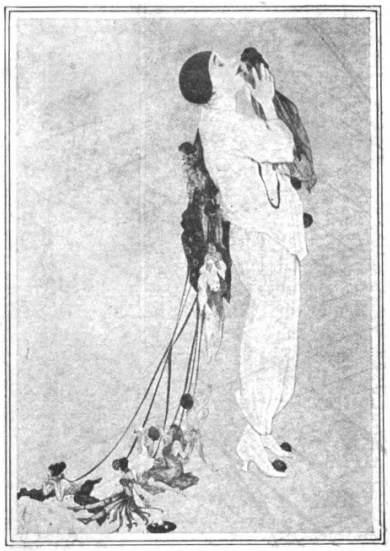
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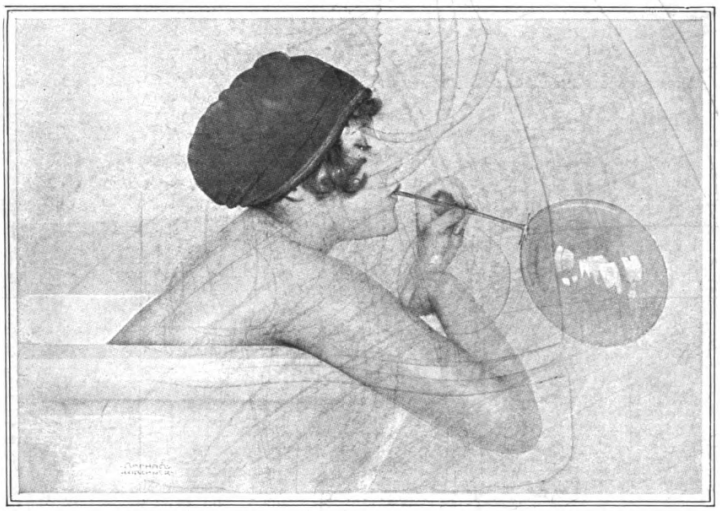


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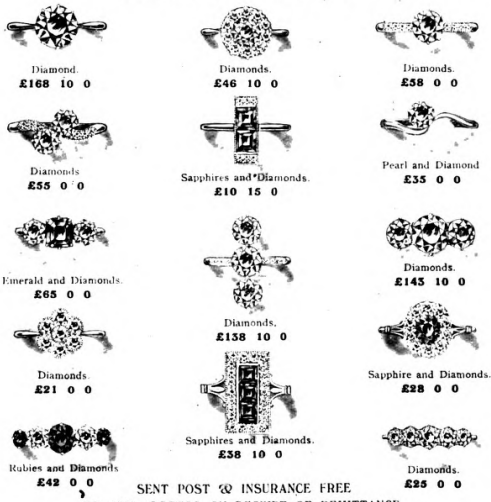
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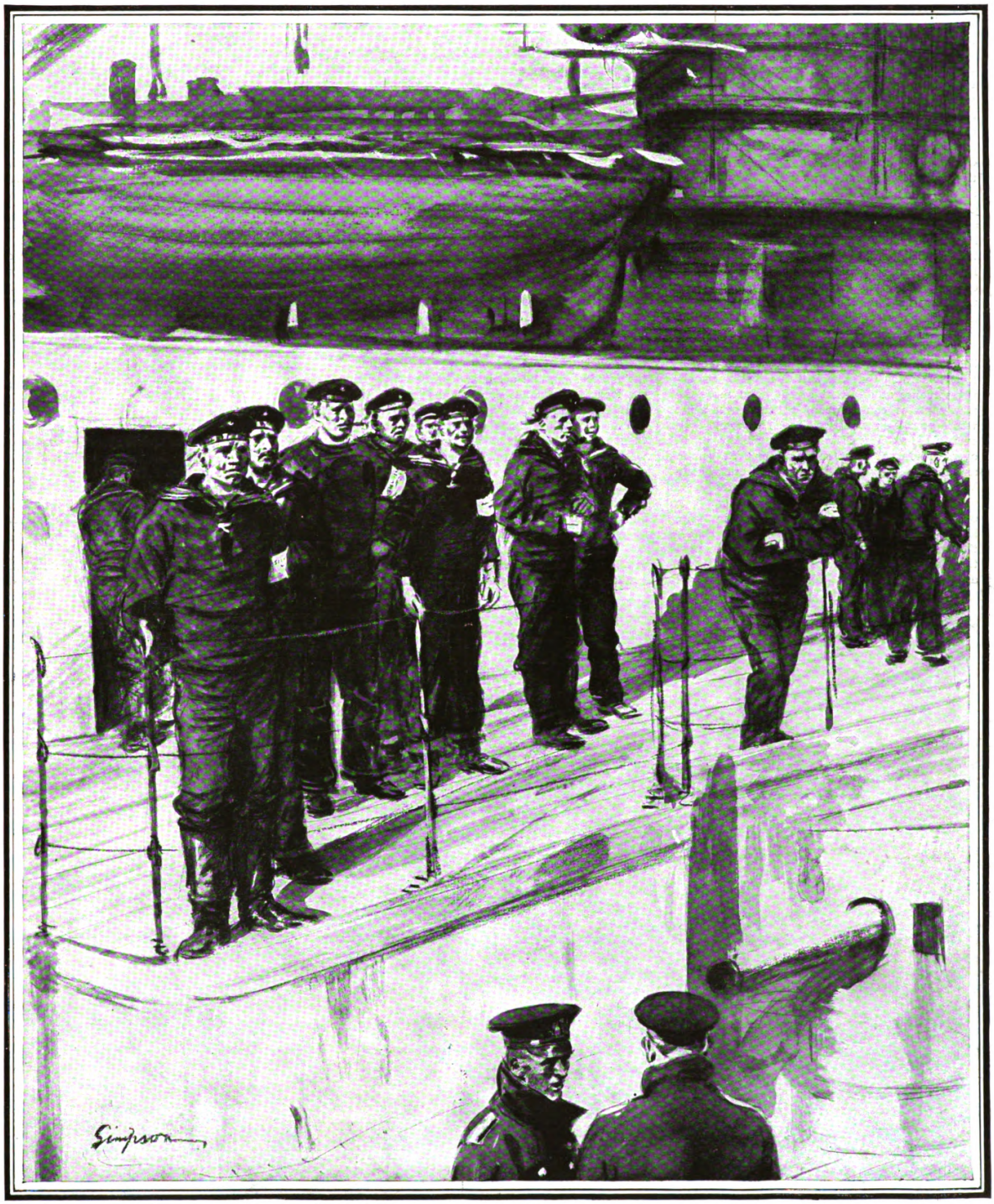
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4154. VOL CLIII SATURDAY. NOVEMBER 30. 1918. TWO SHILLINGS.

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RULERS OF THE GERMAN NAVY! ARMLETED MEMBERS OF THE WORKERS AND SOLDIERS' COUNCIL IN A SURRENDERED SHIP.

The new Socialist *régime* in Germany extends to the surrendered Fleet. Describing the battle-ship "Markgraf" (as typical) from accounts by British officers who inspected it, Mr. Hugh Martin says: "There appeared to be no discipline, the men lounging about and smoking in the presence of their officers. Several members of the crew were wearing armlets. . . . These men followed the officers about, and evidently had them in subjection. The officers did not dare to give any order to which the badged sailors took exception."

DRAWN BY JOSEPH SIMPSON FROM A SKETCH BY NORMAN WILKINSON, WHO WAS PRESENT ON THE OCCASION. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE SURRENDER OF THE GERMAN NAVY.

Nov. 21, 1918: "The Commander-in-Chief of the Grand Fleet has reported that, at 9.30 this morning, he met the first and main instalment of the German High Sea Fleet, which is surrendering for internment."

"The German flag is to be hauled down at 'sunset' to-day, and is not to be hoisted again without permission."

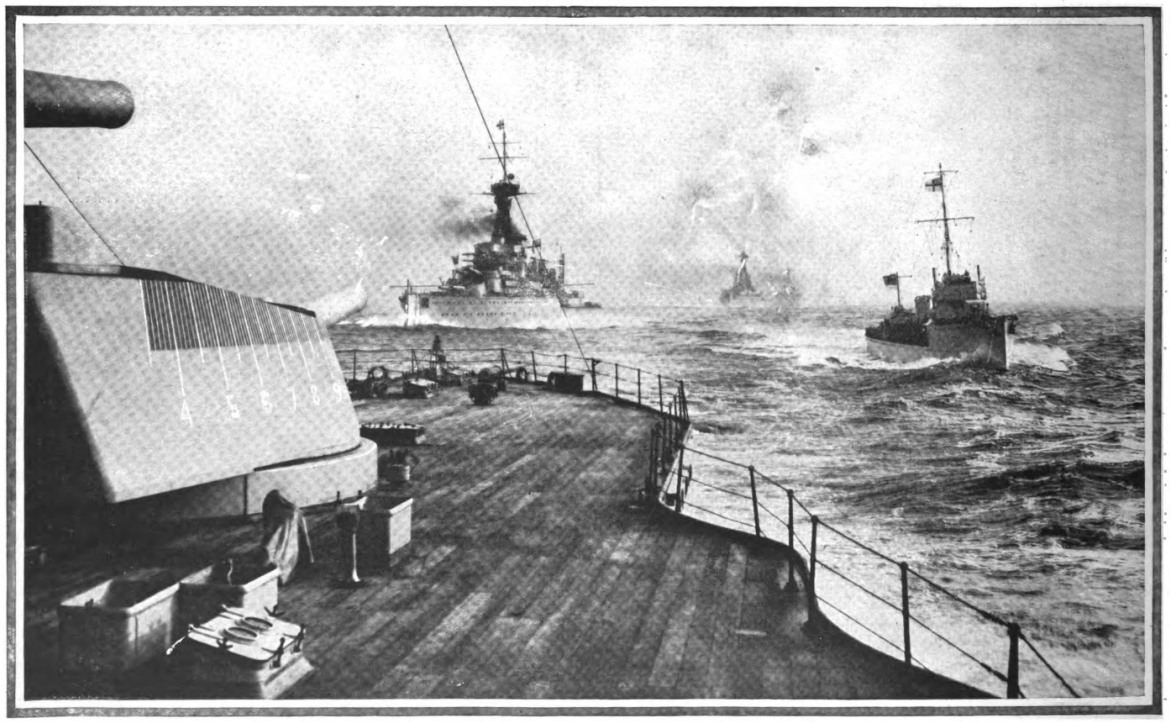
IT is the morning of "Der Tag," and the "be-laurelled young German Navy" has come out from its security behind the minefields and the guns of Kiel and Wilhelmshaven to seek a meeting with the armed might of Britain's sea-power. Not to gather fresh laurels to adorn its brow, however, but to pass into the abject humiliation of ignominious surrender, undefeated in open battle, and intact in all its strength. We, the ship's company of the light-cruiser *Castor*, flying the broad pennant of the Commodore commanding the destroyer flotillas which will be the first to meet the enemy, are looking forward to our first sight of the Hun with feelings that are rather mixed. Overnight we have talked it all over, and looked at things from every angle of view. What will happen in the morning? Is the Hun going to take it all lying down, so to say; or will he, in the language of the lower deck, try to "do the dirty" on us? Of course, if he should, then so much the worse for him, though it is not likely to help *us* a great deal.

On the whole, opinion rather inclines to the belief that there will be happenings of some sort. It is something that the British naval officer cannot visualise at all—that seventy and more German captains can be found to hand over a fleet whose possession would, at a stroke, make of its owners a first-class Naval Power, and to pass it over without at least some attempt at running amok, even if organised resistance be out of court. We know that the Hun is no respecter of his pledged word, and that his promise to hand over this mighty armada as it stands means little. Therefore, we are taking no more chances than we are compelled to take. So it comes about that just before the first grey streaks herald the dawn of the great day, our ship's company goes to "general quarters" and makes ready for the meeting that will come an hour hence, and which may be merely a peaceful pageant or——

We have been in wireless touch with the enemy ships since midnight, and know that they must be getting close. And presently, as the light of the North Sea dawn becomes strong enough to enable us to discern the outlines of our attendant destroyers, the loom of the first of the German battle-cruisers is seen through the mist, fine on our starboard bow. The "buzzers" sound "Action Stations"—there is no blare of bugle or tuck of drum—and instantly the ship breaks into ordered activity. Magazines are opened, and whips passed below for bringing ammunition to the guns. Hoses already coupled to the fire-mains spurt water across the decks. Guns' crews stand by their weapons, and the torpedo-tubes are manned. All happens in that impressive silence which compels the admiration of those who go down to the sea as visitors to the King's ships. By this time we can make out that the leader of the enemy's line is the great battle-cruiser *Seydlitz*, and that she is followed by the *Moltke*. Next astern comes the shadowy bulk of the *Hindenburg*, and a fair and battle-worthy ship she looks as she takes shape in the growing light. Then come the *Derfflinger* and the *Von der Tann*, the latter playing to-day a more ignominious rôle than was her lot when she voyaged round the world as a kind of super-bagman in the interests of German trade. Now the first of the Hun battle-ships, the *Friedrich der Grosse*, comes abeam. All the ships are sitting very light in the water, and it is clear that the terms of surrender have so far been complied with that the ammunition has been taken out of them. Few people are visible on the upper decks, and these are keeping studiously clear of the gun-positions; so we realise now that the last trace of fight has gone out of the German Navy. There will be nothing done to-day but the formal business of completing the grand humiliation of this mighty armada which but yesterday stood before the world as the one possible rival to the sea-power of the British Empire.

One by one the Germans come up out of the North Sea mist till we have counted them in full tale. Five battle-cruisers—one short of the agreed number. Nine battle-ships—one short again, but we know that permission has been given for the temporary retention of the missing ship. Then seven light cruisers, and every one of them a new ship; and now the destroyers—forty-nine of them. There should have been another, but she hit a mine last night, and lies at the bottom of the North Sea. Our task now is to lead the destroyers, so we turn sixteen points, and take station ahead of the centre line. The Germans are in five lines, each led by a British destroyer, and out on either beam is a double screen of destroyers as a guarantee that we are really ready for anything that may befall. And so the procession in all its stately grandeur moves slowly in to the Forth, and in the early afternoon the anchors are down and British search parties are visiting all the enemy ships. Then, at sunset comes the last act of this moving drama of the sea, when, for the last time, the German battle-flag comes slowly down from peak or yard-arm—and the German Navy has ceased to be. And as we realise what it all means, and that right down through all the future ages the shame of it will endure, we cannot help a feeling of sadness—save that we know there was a better way out which has time and again been taken by gentlemen of the sea, a way that is prescribed by all the traditions of sea war. And the Hun has not taken it.

W. WHITTALL.

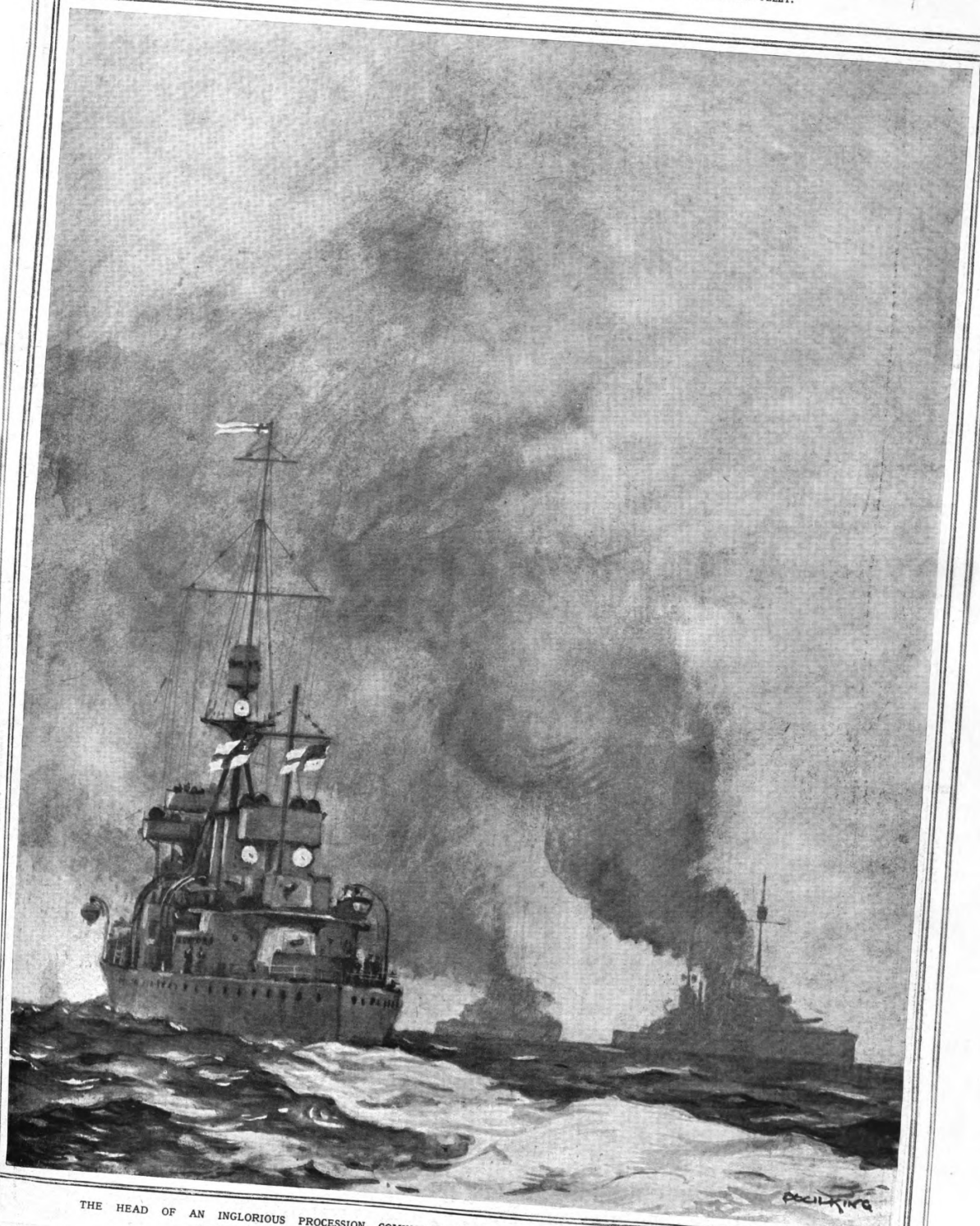


ON THEIR WAY TO THE SCENE OF THE GERMAN SURRENDER: BRITISH WAR-SHIPS FOLLOWING THE "QUEEN ELIZABETH."

PHOTOGRAPH BY C.N.

THE FIRST SIGHT OF THE GERMAN FLEET: AN ARTIST'S IMPRESSION.

DRAWN BY CECIL KING FROM A SKETCH BY OUR REPRESENTATIVE WITH THE GRAND FLEET.

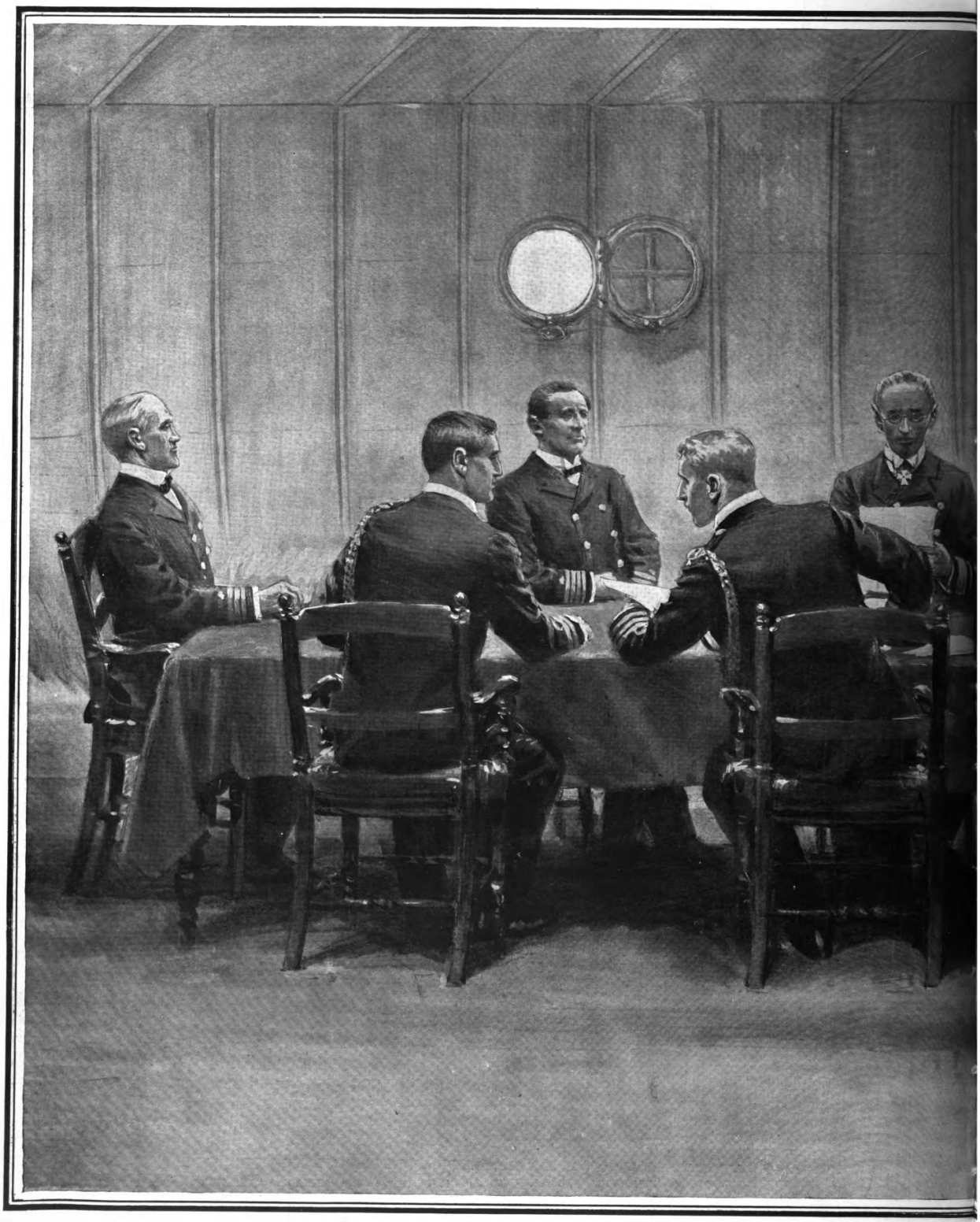


THE HEAD OF AN INGLORIOUS PROCESSION COMING INTO VIEW: THE GERMAN BATTLE-CRUISER "SEYDLITZ," FOLLOWED BY THE "MOLTKE," PASSING H.M.S. "CASTOR" (ON THE LEFT).

The surrendered German Fleet entered British waters steaming in line, headed by the five battle-cruisers. Describing their approach, Mr. H. C. Bailey, who was on board H.M.S. "Revenge," writes: "A few minutes after nine word came from the bridge that the Germans were 14,000 yards away. . . . A little after 9.30, my inexpert eye could make out the German squadron. Three miles away those German ships looked no great matter. For the most part, they were more like patches of light moving on the face of the sea. From moment to moment their aspect changed. Now they were like phantom ships; now their forms were defined and solid; now their plumes of smoke lay above a gleam of yellow as the chances of sun and mist ordained." Our illustration shows a nearer view of the two leading German ships passing H.M.S. "Castor," which was flying the pennant of Commodore Tweedie, Commodore of Flotillas, and afterwards led in the surrendered German destroyers.—[*Drawing Copyrighted in the United States and Canada.*]

"RELATIONS . . . STRICTLY FORMAL": THE GERMAN ADMIRA

DRAWN BY S. BEGG FROM MA

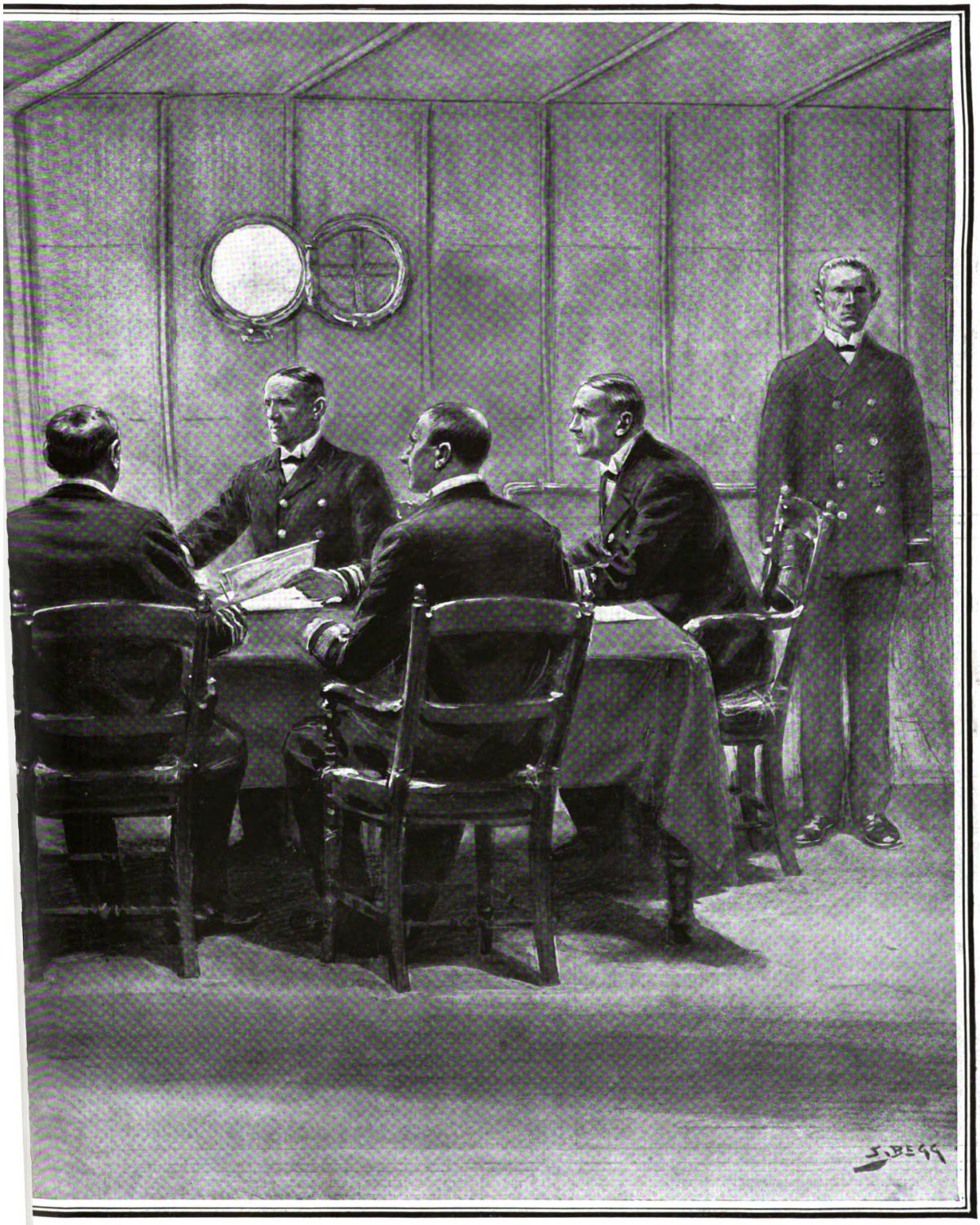


AFTER THE CAPTIVE HIGH SEAS FLEET HAD ANCHORED OFF INCHKEITH: FOUR BRITIS

The surrendered German Fleet, after arriving in the Firth of Forth, anchored a few miles off Inchkeith Island. Admiral Sir Charles Madden, Second in Command of the Grand Fleet and Admiral of the 1st Battle Squadron, then sent a party of four British officers to the battle-ship "Friedrich der Grosse," the flag-ship of the German commander, Admiral von Reuter, to convey to him general orders regarding subsequent procedure. Our illustration shows the meeting in the German Admiral's cabin. The four British officers (seated at the near side of the table with their backs to the spectator) are, from left to right, Flag-Lieutenant Deare, Flag-Commander Royle, Lieut.-Commander Tiarcks, R.N.V.R. (Interpreter), and Commodore Hodges, Chief of Staff to Admiral

HIS FLAG-SHIP, TAKING ORDERS FROM BRITISH OFFICERS.

BY AN EYE-WITNESS.



ICERS (IN FOREGROUND) IN ADMIRAL VON REUTER'S CABIN, CONVEYING ORDERS.

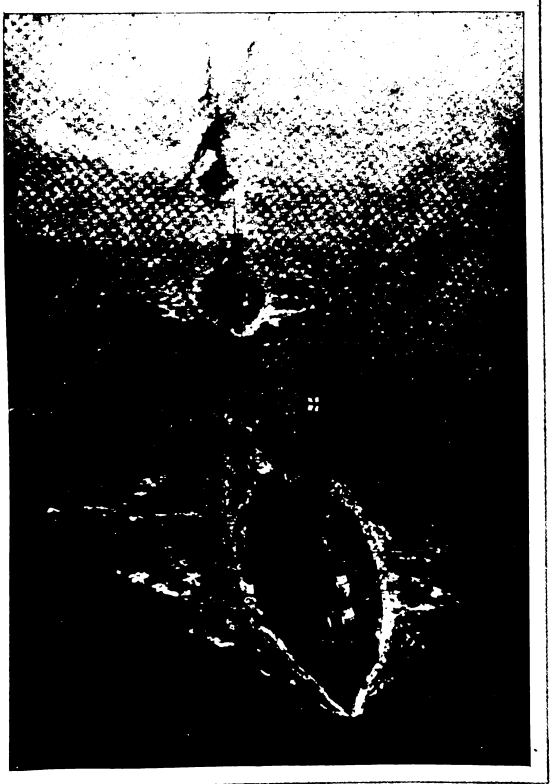
len. The five German officers, from left to right, are : a Commander (at left end of table), a Captain, Admiral von Reuter, a Lieutenant, and another Lieutenant (at right end of table). sing on the right is a German naval man in attendance. It may be recalled that, in a memorandum issued to officers and men of the Grand Fleet, Admiral Beatty gave instructions that ir relations with officers and men of the German Navy . . . are to be of a strictly formal character. In dealing with the late enemy, while courtesy is obligatory, the methods with which have waged war must not be forgotten. . . . All conversation is forbidden, except in regard to the immediate business to be transacted."—[*Drawing Copyrighted in the United States and Canada.*]

"DER TAG": THE BRITISH AND AMERICAN FLAG-SHIPS; AND DESTROYERS.

BRITISH OFFICIAL NAVAL AND ROYAL AIR FORCE PHOTOGRAPHS.



THE SUNSET OF "THE DAY": SURRENDERED GERMAN DESTROYERS LYING AT ANCHOR OFF MAY ISLAND, AMID THEIR BRITISH CAPTORS, ON NOVEMBER 21.



IN LINE AHEAD: ADMIRAL BEATTY'S FLAG-SHIP, THE "QUEEN ELIZABETH," WITH HER "RETINUE" MELTING INTO THE DISTANCE.

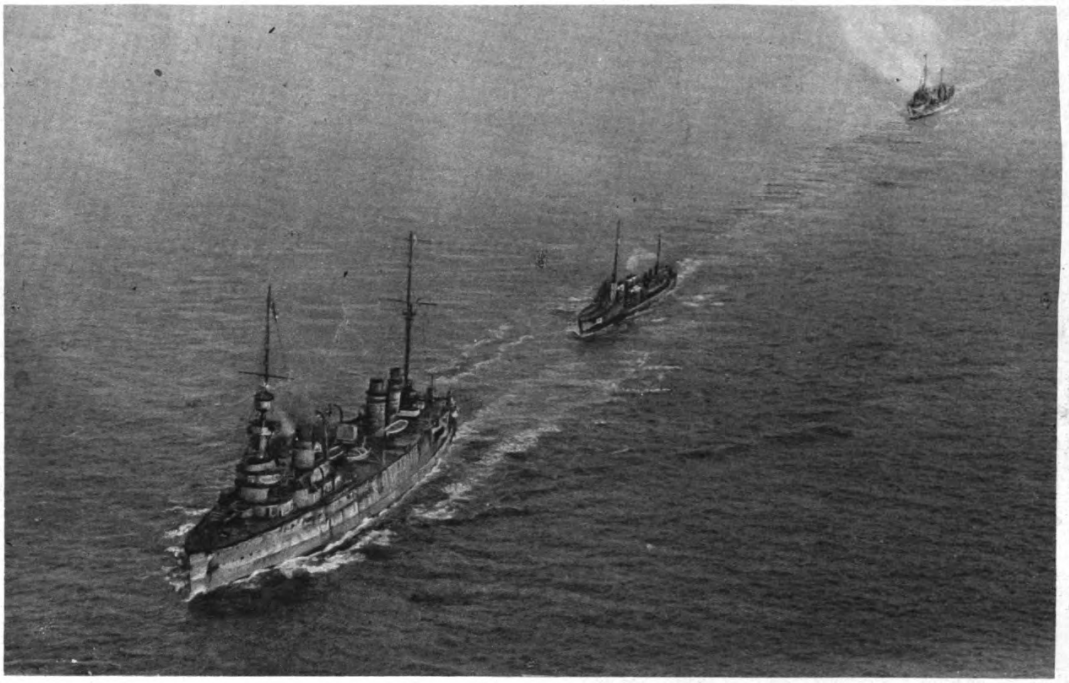


THE AMERICAN SQUADRON: THE U.S.S. "NEW YORK," FOLLOWED BY THE "TEXAS," "WYOMING," "FLORIDA," AND "ARKANSAS."

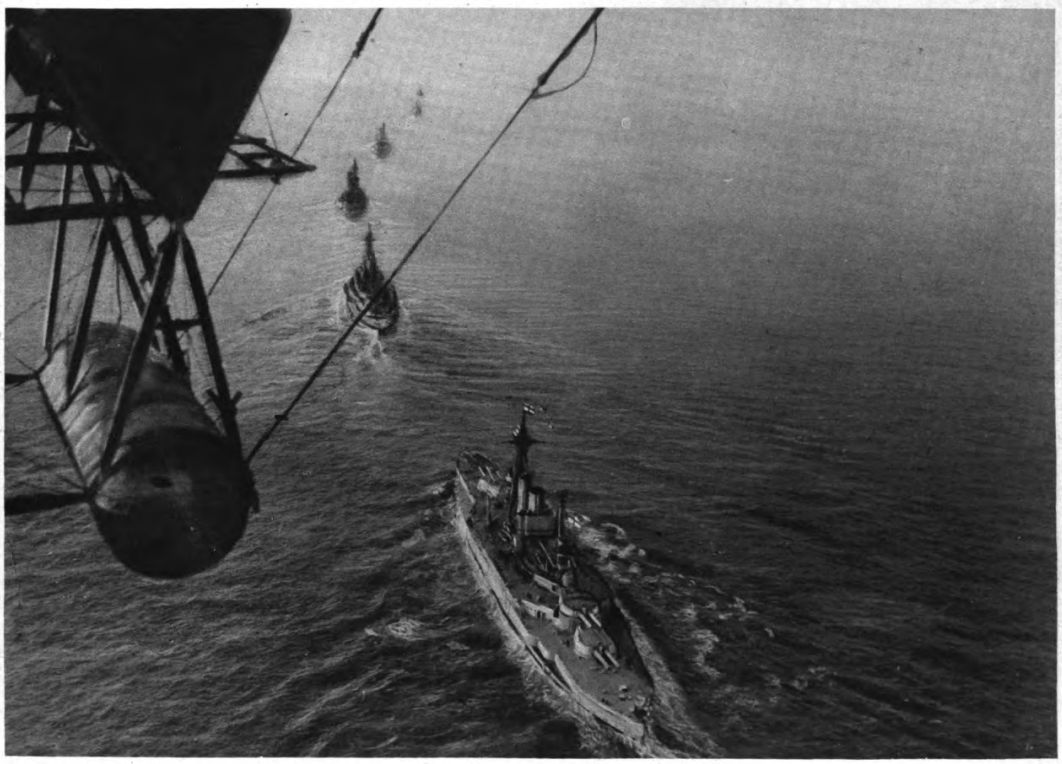
The Grand Fleet put to sea to meet the surrendering German Fleet in two long single lines. On the homeward voyage the British ships each circled round and returned, in line ahead, with the Germans between the two lines. On the way the "Queen Elizabeth" drew out of the line and remained stationary while the others passed her. "A conspicuous feature," writes Mr. H. C. Bailey, who watched the scene in the "Revenge," "was the share taken by the American war-ships, the 'New York' (with Admiral Hugh Rodman in command), the 'Texas,' 'Wyoming,' 'Florida,' and 'Arkansas.' Their skeleton masts, breadth of build, and bulkiness were in striking contrast to the more symmetrical British greyhounds of the ocean. . . . As Admiral Beatty has already declared, the American Naval Command has worked in the closest co-operation and harmony with the British Navy." Admiral Sims, commanding U.S. ships in British waters, was on board Admiral Rodman's flag-ship, the "New York."

GERMANY'S NAVAL SURRENDER: FRENCH AND BRITISH FLAG-SHIPS.

ROYAL AIR FORCE OFFICIAL PHOTOGRAPHS.



PHOTOGRAPHED FROM BRITISH AIRCRAFT: THE FRENCH ARMOURED CRUISER "AMIRAL AUBE" AND TWO FRENCH DESTROYERS.

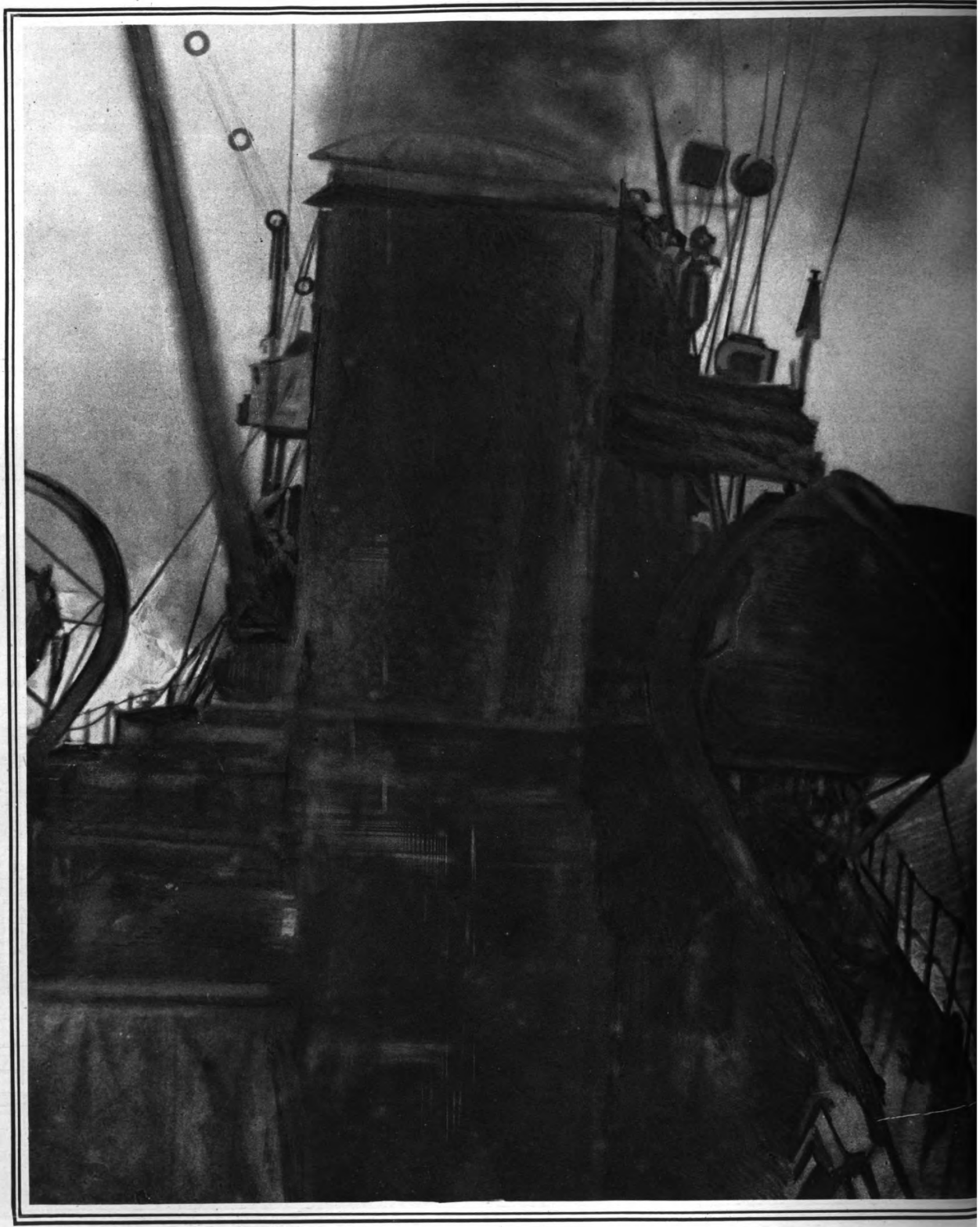


FLYING THE ENSIGN FLOWN BY THE "LION" IN THE BATTLE OF JUTLAND: THE "QUEEN ELIZABETH," SEEN FROM THE AIR.

At the surrender of the bulk of the German High Seas Fleet on November 21, the French Navy was represented by three ships, the armoured cruiser "Amiral Aube," flying the flag of Rear-Admiral Grasset, and two French destroyers. Admiral Beatty's flag-ship, H.M.S. "Queen Elizabeth," had hoisted at her peak the tattered ensign which he flew in the "Lion" at the Battle of Jutland. When the Grand Fleet put to sea in the early morning, the "Queen Elizabeth" took her place near the end of the line. On the return journey with the surrendered enemy ships she hoisted the blue pennant and drew out of the line, and other British ships as they passed her greeted her with ringing cheers.

"ONE OF THE TREMENDOUS MOMENTS OF HISTORY"

PHOTOGRAPH SUPPLIED

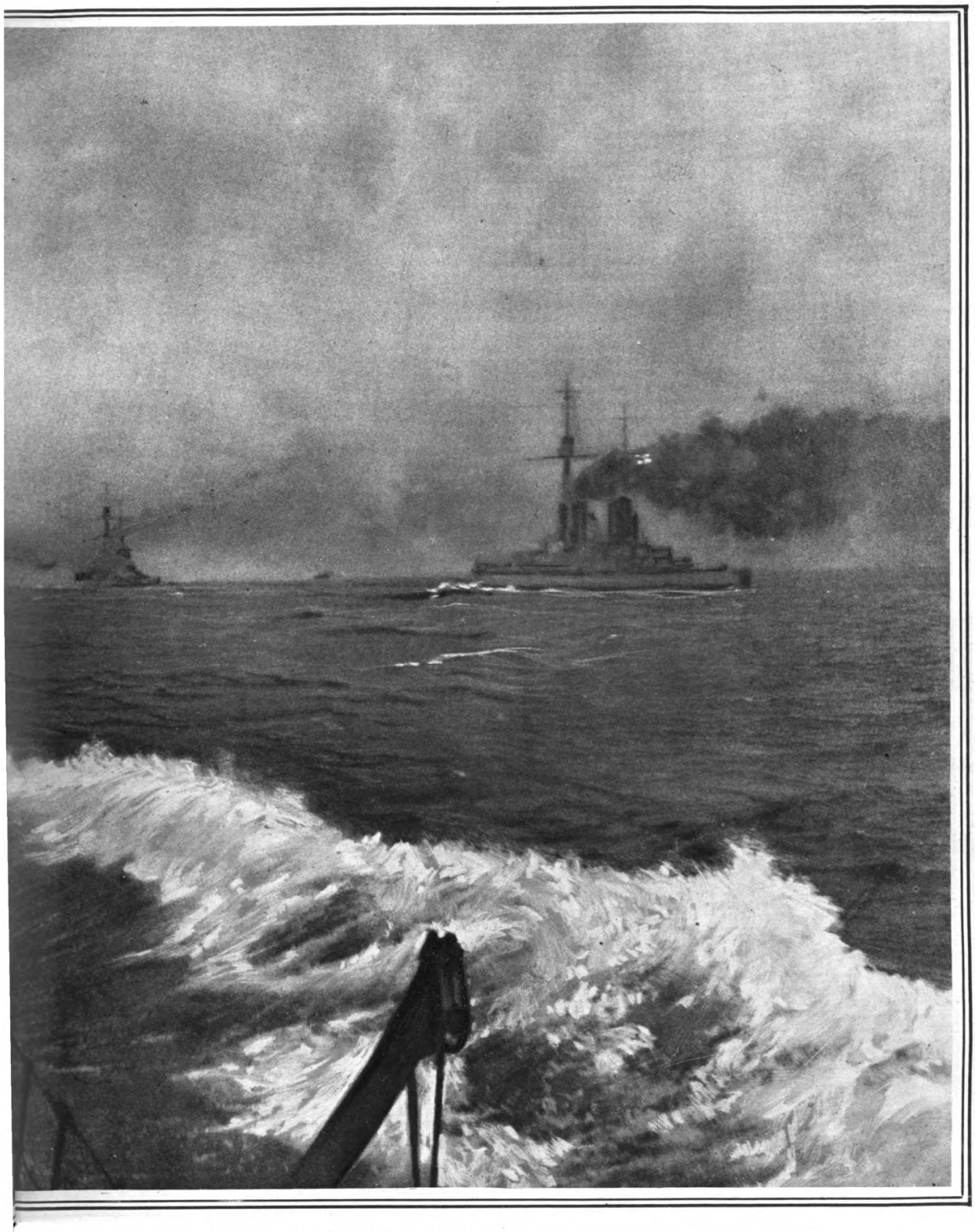


"IT WAS PEACE": SHIPS OF THE HIGH SEA FLEET ARRIVING

Three score and ten of Germany's best ships surrendered on November 21 to the British Navy. The scene as they appeared through the morning mist has been finely described by Mr. H. W. Wilson: "'Is it peace, Jehu?' All glasses on the bridges were turned on the Germans, now very faintly to be seen on the horizon. . . . We were present at one of the tremendous moments of history—such a moment as when Cæsar crossed the Rubicon and changed the destinies of the world. It was peace. Slowly, at a pace of 10-11 knots, the Germans came on, down the great lane of war-ships prepared to escort them, led by the British cruiser 'Cardiff.' Behind the 'Cardiff' came the 'Seydlitz,' battle-cruiser, and after her

HE ARRIVAL OF THE GERMAN FLEET TO SURRENDER.

TRATIONS BUREAU.

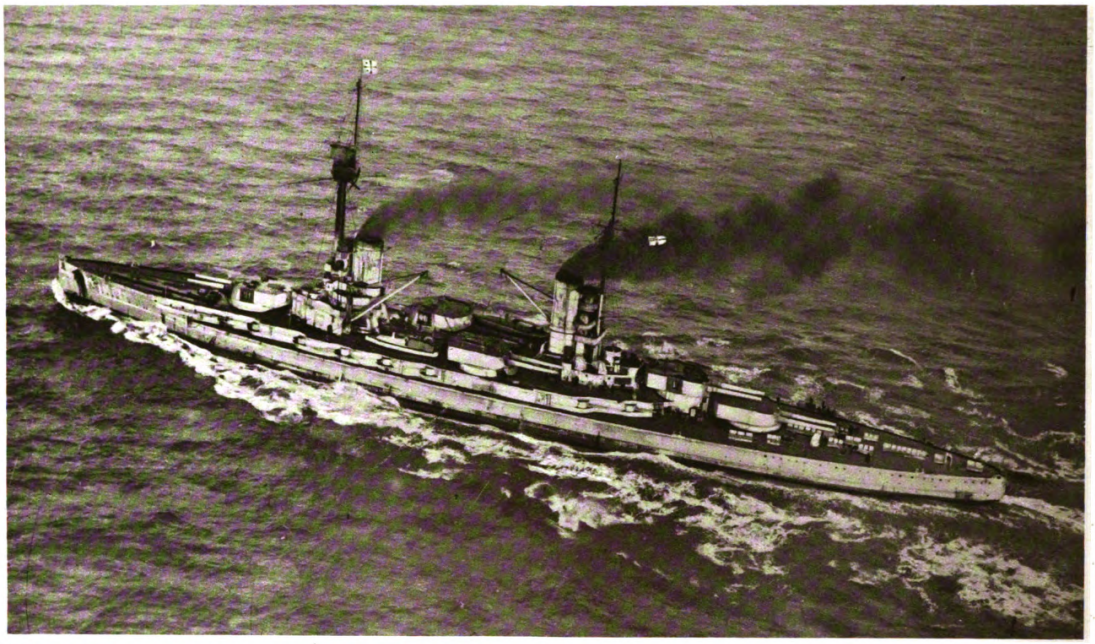


YBREAK IN THE FIRTH OF FORTH: SEEN FROM A BRITISH DESTROYER.

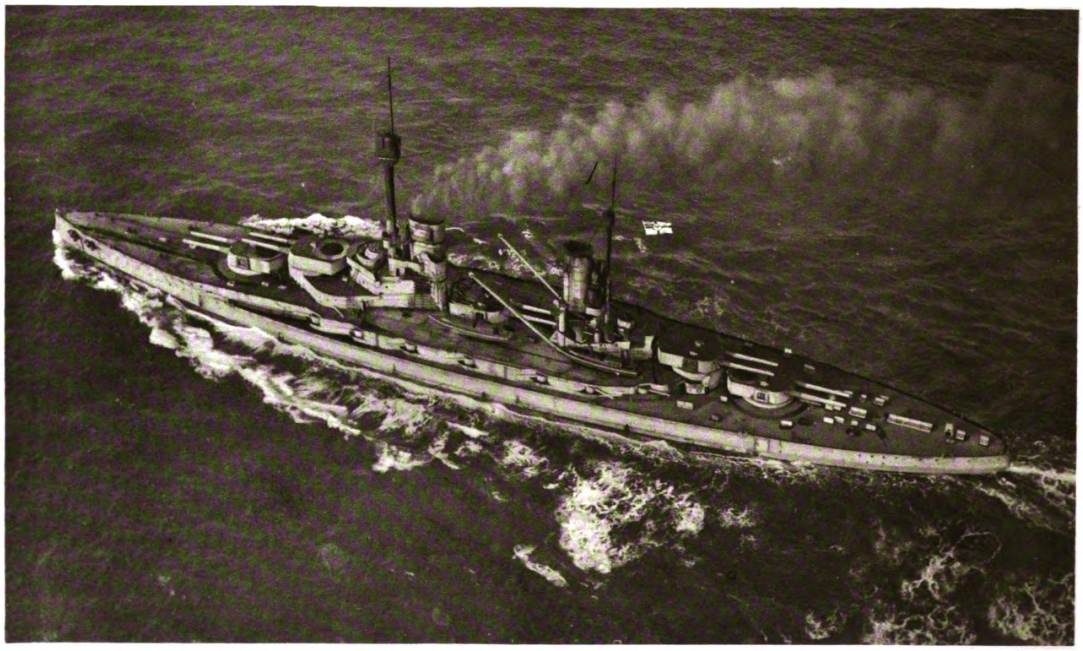
e four other German battle-cruisers, including all the 'baby-killers.' They looked in admirable order. They kept perfect station. They moved with clockwork regularity. They carried the rman flag for the last time, and the German Commodore's broad pennant flew at the main of the 'Seydlitz.' Silently, dejectedly, they came on in the midst of the silent escort, with no lutes and no dipping of the flag. Behind the battle-cruisers were the battle-ships, nine great vessels magnificently built and keeping perfect station, like the battle-cruisers. The procession s funereal in its solemnity. That a great fighting force should surrender in this fashion was something of which the world had never dreamed."

GERMANY'S NAVY LED CAPTIVE: THE FLAG-SHIP—AND ANOTHER.

ROYAL AIR FORCE OFFICIAL PHOTOGRAPHS.



FLYING THE FLAG OF REAR-ADMIRAL VON REUTER, IN COMMAND OF THE SURRENDERED FLEET: THE GERMAN BATTLE-SHIP "FRIEDRICH DER GROSSE."

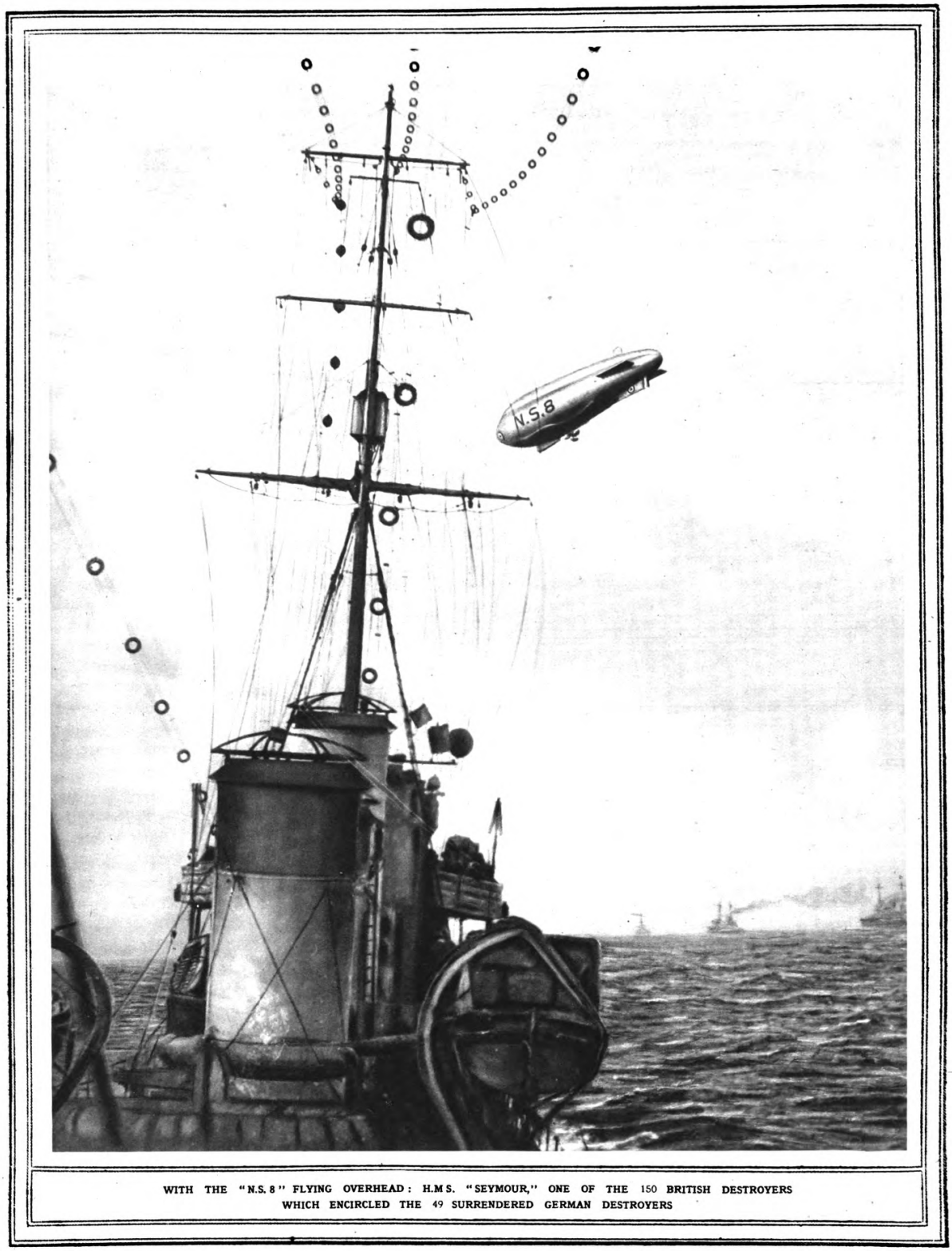


THE IGNOMINIOUS SURRENDER OF THE GERMAN HIGH SEAS FLEET: ANOTHER OF THE NINE BATTLE-SHIPS SEEN FROM THE AIR.

The German naval force which surrendered in the Firth of Forth on November 21 was in itself a powerful fleet, but it was far eclipsed by the mighty armada by which it was led captive. The surrendered fleet included 9 battle-ships—the "Friedrich der Grosse" (flag-ship of Rear-Admiral von Reuter), "König Albrecht," "Kaiser," "Kaiserin," "Kronprinz Wilhelm," "Bayern," "Markgraf," "Prinz-Regent Luitpold," and "Grosser Kurfurst." The five battle-cruisers surrendered were the "Seydlitz" (flying the broad pennant of Commodore Tägert), "Derfflinger," "Von der Tann," "Hindenburg," and "Moltke." There were also 7 light cruisers—the "Karlsruhe" (flying the broad pennant of Commodore Harder), "Frankfort," "Emden," "Nurnberg," "Brummer," "Köln," and "Bremse." Besides these were 49 destroyers, making in all 70 ships.

AIRCRAFT AT THE GERMAN NAVAL SURRENDER: A BRITISH DIRIGIBLE.

BRITISH OFFICIAL NAVAL PHOTOGRAPH.

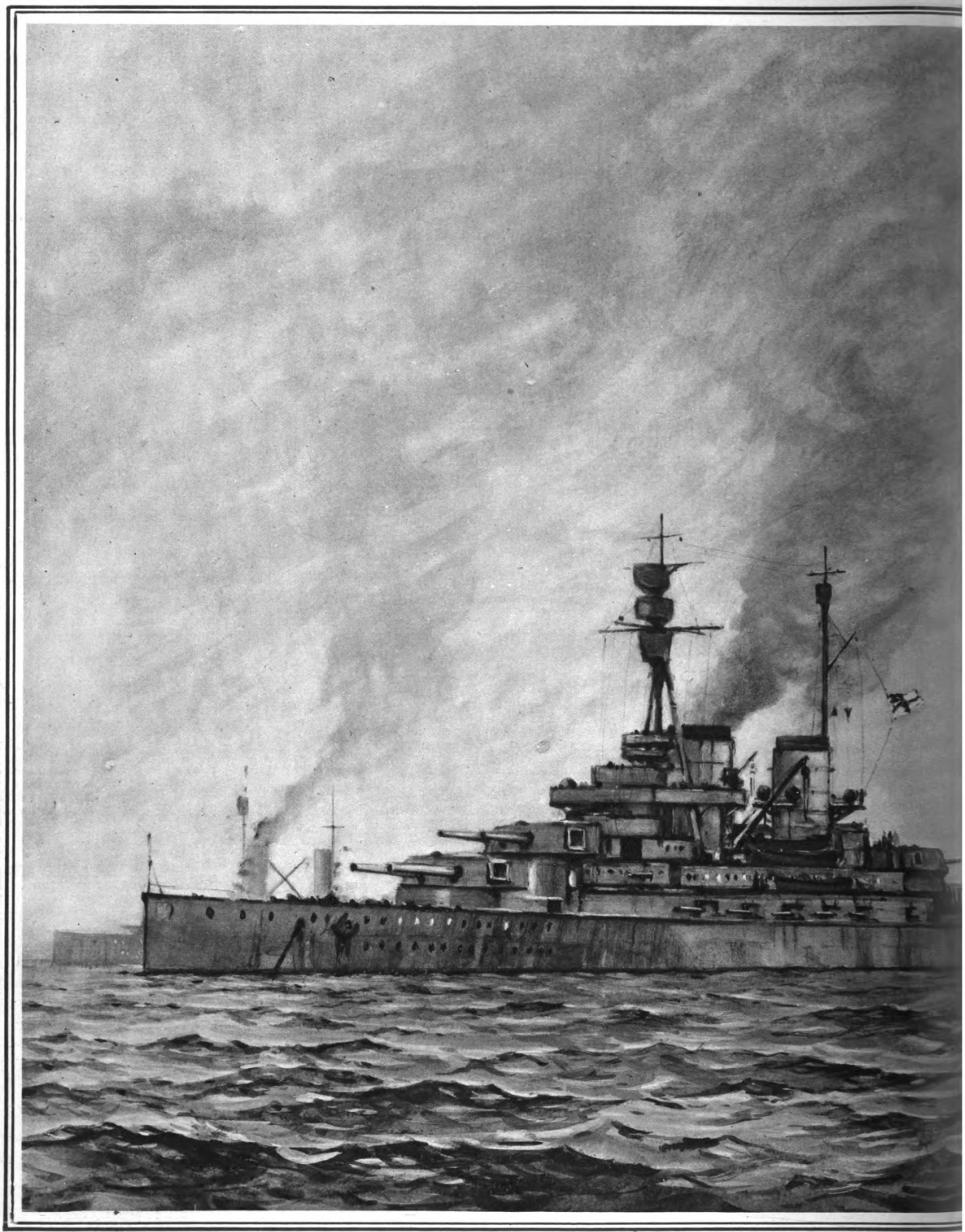


WITH THE "N.S. 8" FLYING OVERHEAD: H.M.S. "SEYMOUR," ONE OF THE 150 BRITISH DESTROYERS WHICH ENCIRCLED THE 49 SURRENDERED GERMAN DESTROYERS

The Grand Fleet put to sea to meet the surrendering Germans in a state of "immediate readiness for action" in case of emergency, though none arose, and it was accompanied by aircraft of various types. Thus, writing from on board the "Royal Sovereign," Mr. H. W. Wilson says: "Overhead passed in quick succession two British airships, one flying low and the other high, followed by aeroplanes, to meet the Germans." Their duties included taking photographs from the air of this unparalleled naval occasion, some of which photographs we reproduce on another page of this number. The immense British naval force which surrounded the captive German fleet comprised several "parent" ships for aircraft of the newest and hitherto secret type. The 49 German destroyers which surrendered were encircled by a cloud of British destroyers of three times their number.

"THE GERMAN FLAG WILL BE HAULED DOWN AT SUNS

DRAWN BY CECIL KI



"THE DAY"—THE SUNSET OF GERMANY'S NAVAL DREAMS: EXECUTING ADM

"The Day" so often dreamed of by the German Navy was one far other than that to which it had looked forward. It was a day, not of triumph, but humiliation. The surrender, with a shot fired, of 70 ships of the High Seas Fleet on November 21 may be said to have finally extinguished Germany's hopes of a future upon the water. The ending of the day was hig symbolic and dramatic. About an hour before noon, Admiral Beatty signalled to the Grand Fleet and the captive German ships, which had entered the Firth of Forth with their colo flying at the main: "The German flag will be hauled down at sunset to-day and will not be hoisted again without permission." The order was duly obeyed, with what feelings on

D WILL NOT BE HOISTED AGAIN WITHOUT PERMISSION."

S BY AN EYE-WITNESS.



TY'S ORDER BY HAULING DOWN THE GERMAN FLAG IN SURRENDERED SHIPS.

the Germans may well be imagined. Our illustration shows the actual lowering of the flag on several of their ships. In the left foreground is the battle-cruiser "Hindenburg," ittle-ships seen beyond on either side. Next to the right after them is the battle-cruiser "Moltke." In the right foreground is the light cruiser "Karlsruhe," and beyond, on the right, another light cruiser of the "Köln" class.] "I have just seen their flags come down," writes Mr. H. C. Bailey from H.M.S. "Revenge," "as the bugle of sunset sounded British flagship. Now the fleet without a flag lies circled by the Grand Fleet."—*[Drawing Copyrighted in the United States and Canada.]*

THE NAVY'S TRIUMPH: THE FLAG-SHIP AND THE COMMANDER-IN-CHIEF.

PHOTOGRAPHS BY C.N.



THE FLAG-SHIP OF THE MIGHTIEST ARMADA EVER SEEN UPON THE SEA: H.M.S. "QUEEN ELIZABETH," AT THE SURRENDER OF THE GERMAN FLEET.

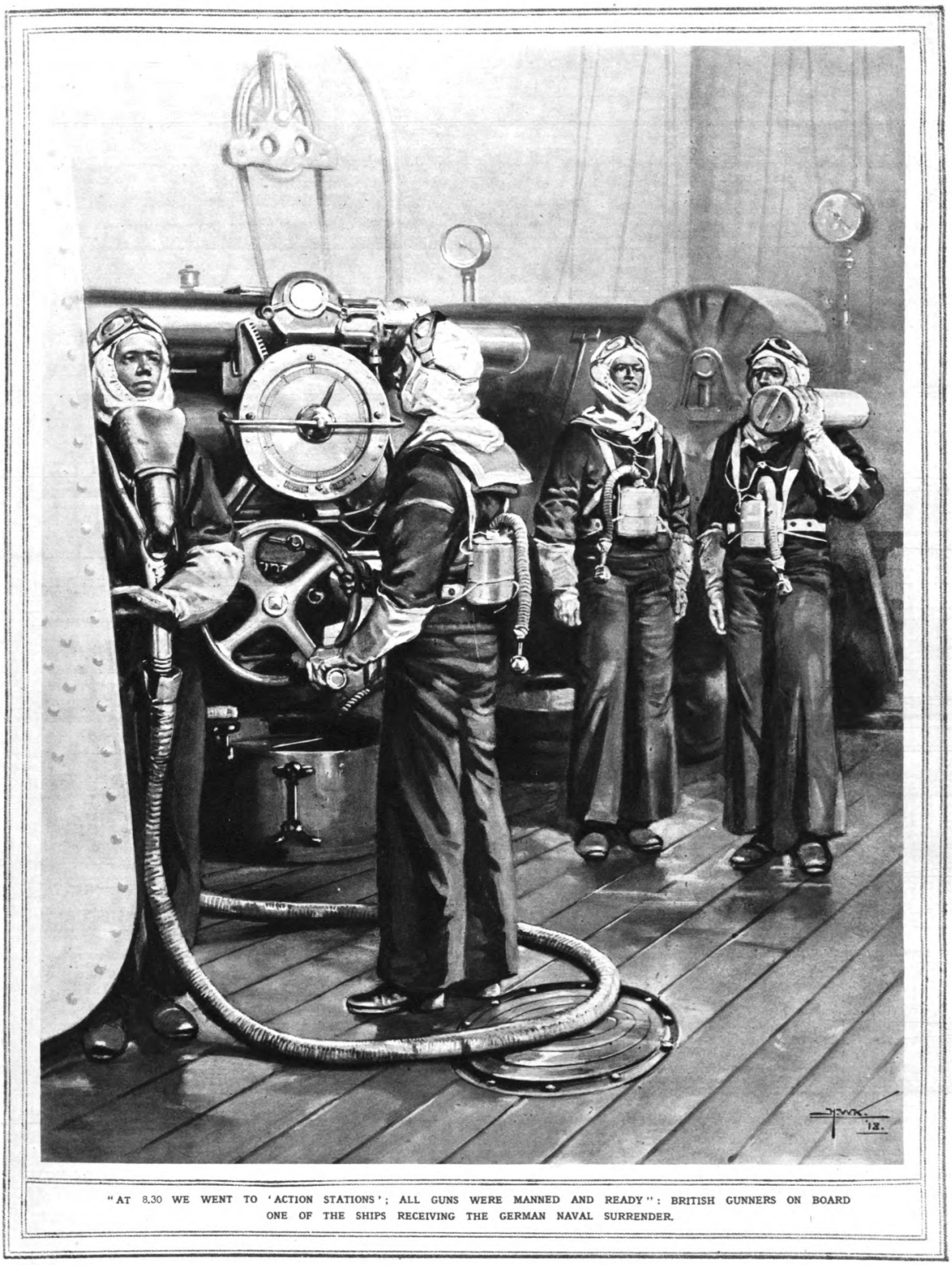


"THERE HAS NEVER BEEN SUCH A FLEET MOVING TO ONE ADMIRAL'S SIGNALS": SIR DAVID BEATTY WATCHING THE SURRENDER FROM THE BRIDGE OF THE "QUEEN ELIZABETH."

On the day of the German naval surrender to the Grand Fleet (November 21), Admiral Beatty announced: "I wish to express to the flag officers, captains, officers, and men of the Grand Fleet my congratulations on the victory which has been gained over the sea power of our enemy. The greatness of this achievement is in no way lessened by the fact that it did not take the form of a fleet action. Although deprived of this opportunity, which we had so long and eagerly awaited . . . we may derive satisfaction from the singular tribute which the enemy has accorded to the Grand Fleet. Without joining us in action he has given testimony to the efficiency of the Fleet without parallel in history."

"ACTION STATIONS": THE GRAND FLEET READY FOR TREACHERY.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY OUR REPRESENTATIVE WITH THE GRAND FLEET.

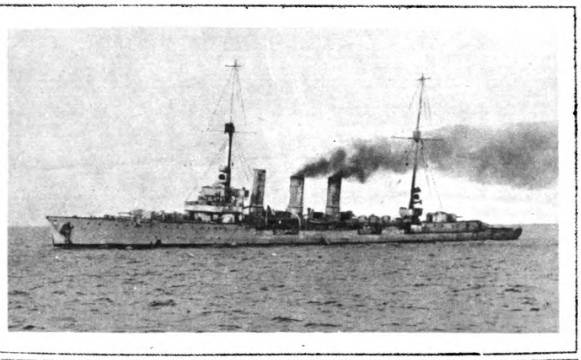


"AT 8.30 WE WENT TO 'ACTION STATIONS'; ALL GUNS WERE MANNED AND READY": BRITISH GUNNERS ON BOARD ONE OF THE SHIPS RECEIVING THE GERMAN NAVAL SURRENDER.

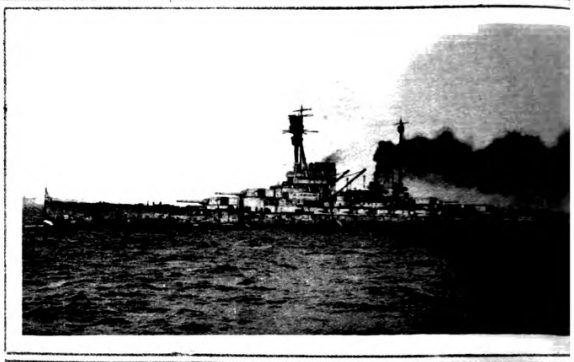
Up to the last moment of the surrender of the German Fleet on November 21 there was a feeling of doubt whether, after all, it might not put up a fight. Admiral Beatty took no chances, and the Grand Fleet was prepared for instant action if occasion had arisen. "At 8.30," writes Mr. H. W. Wilson, who was on board the "Royal Sovereign," "we went to 'action stations.' All guns were manned and ready. Except the little groups on the bridges, no one was to be seen in our ships, but in the turrets at the battle-stations there were men waiting ready at a word to wake all this machinery of death and destruction which the war-ship carries." However, nothing happened, and "at 12.30 came what may be said to be the last signal of the naval war: 'Negative man action stations.'" The men in the drawing are shown wearing their protective head-coverings and gloves, with their anti-gas respirators ready for use. The man on the left is standing at a speaking tube.—[*Drawing Copyrighted in the United States and Canada.*]

THE GERMAN HIGH SEA FLEET SURRENDERS: BATTLE-SHIP

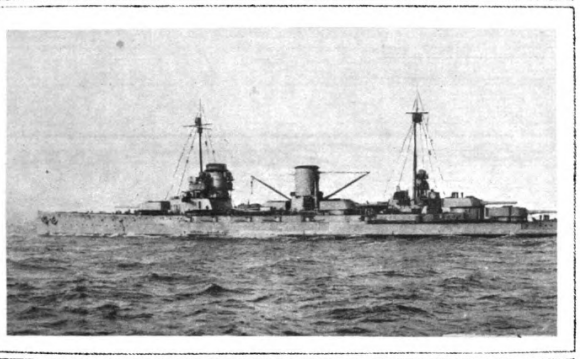
PHOTOGRAPH



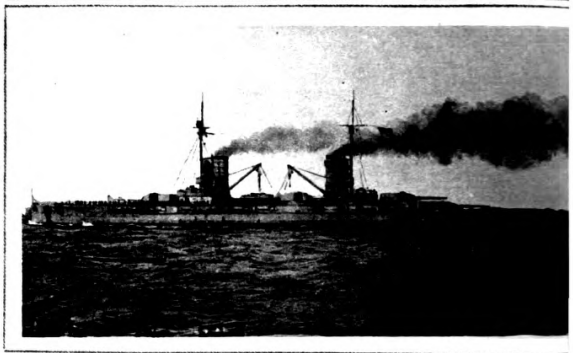
THE LIGHT CRUISER "KÖLN."



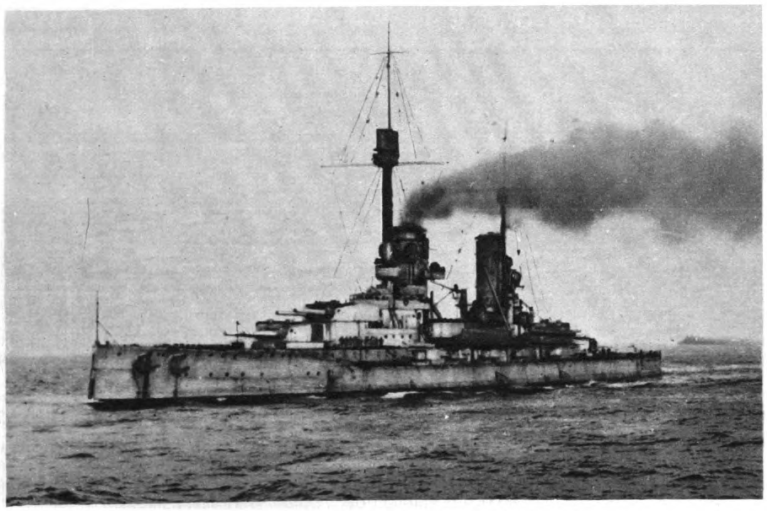
THE BATTLE-CRUISER "HINDENBURG."



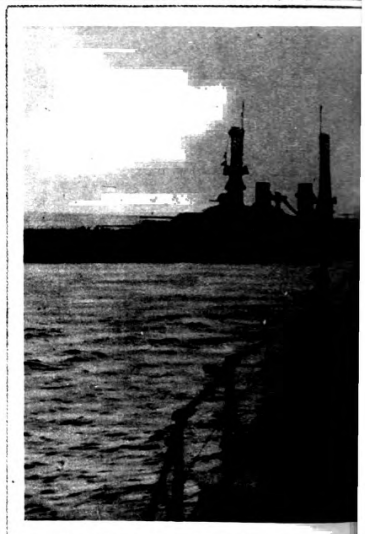
THE BATTLE-CRUISER "MOLTKE."



THE BATTLE-SHIP "KAISER."



THE BATTLE-SHIP "KRONPRINZ WILHELM."

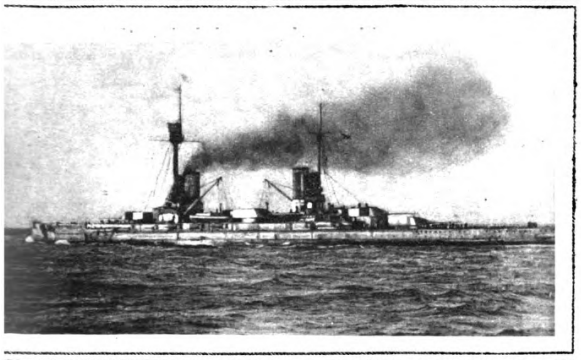


THE GERMAN SURRENDER: A ROYAL MARINES

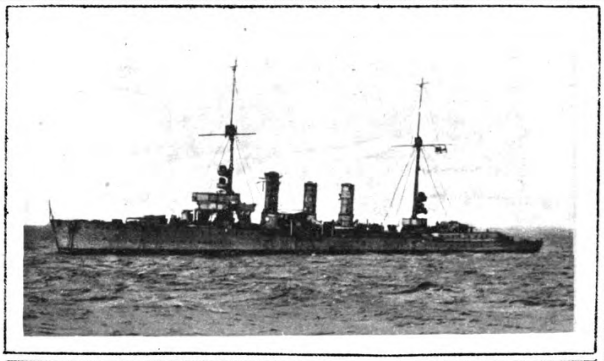
The naval conditions of the Armistice with Germany contained the following: "Handing over to the Allies and the United States of all submarines (including all submarine-cruisers and mine-layers) which are present at the moment with full complement in the ports specified by the Allies and the United States. Those that cannot put to sea to be deprived of their crews and supplies. . . . The following German surface war-ships, which shall be designated by the Allies and the United States of America, shall forthwith be disarmed and thereafter interned in neutral ports, or, failing them, Allied ports to be designated by the Allies and the United States of America, and placed under the surveillance of the Allies and the United States of America, only caretakers being left on board, namely: 6 battle-cruisers; 10 battle-ships; 8 light cruisers, including 2 mine-layers; 50 destroyers of the most modern types. All other surface war

ATTLE-CRUISERS, AND LIGHT CRUISERS, NOW INTERNED.

AL., C.N., AND OFFICIAL.



THE BATTLE-SHIP "FRIEDRICH DER GROSSE."



THE LIGHT-CRUISER "KARLSRUHE."



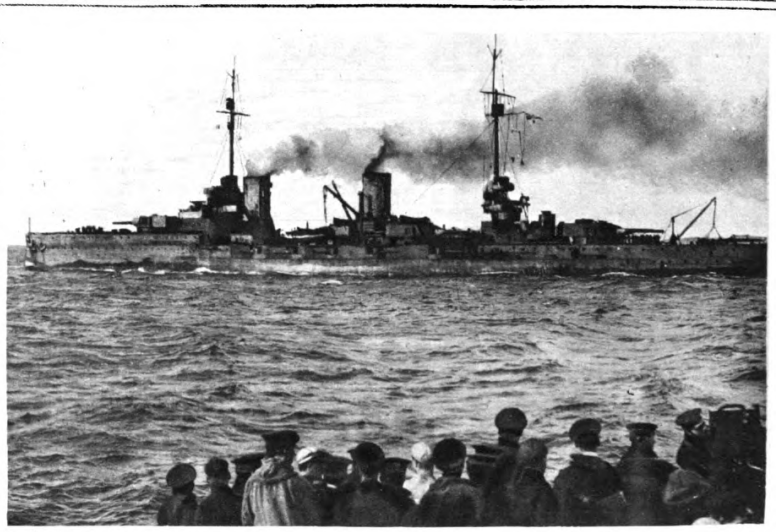
THE BATTLE-SHIP "BAYERN."



THE BATTLE-CRUISER "SEYDLITZ."



ING ON BOARD THE "QUEEN ELIZABETH."

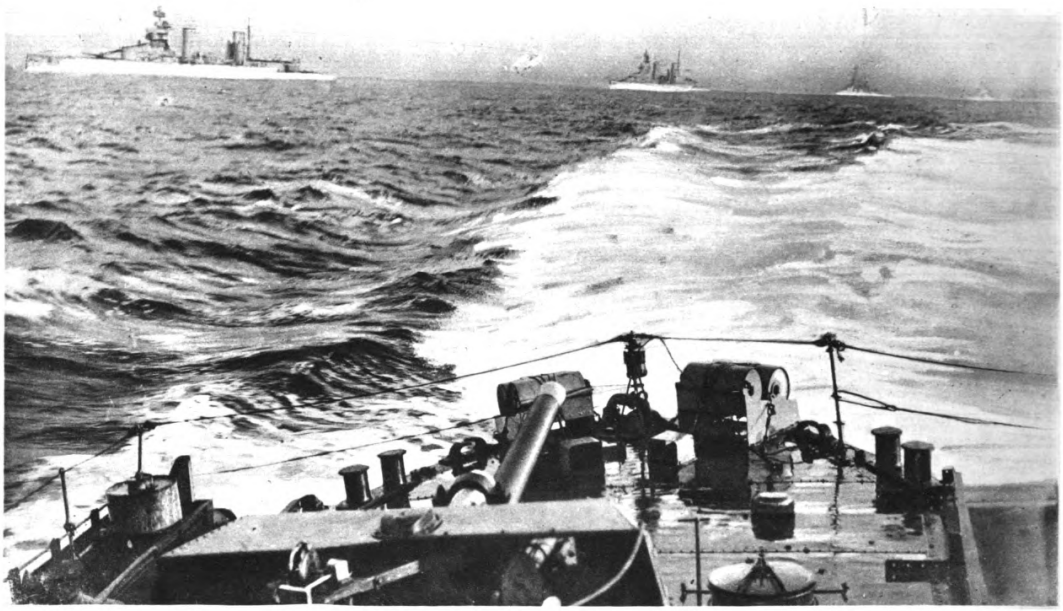


THE BATTLE-CRUISER "VON DER TANN."

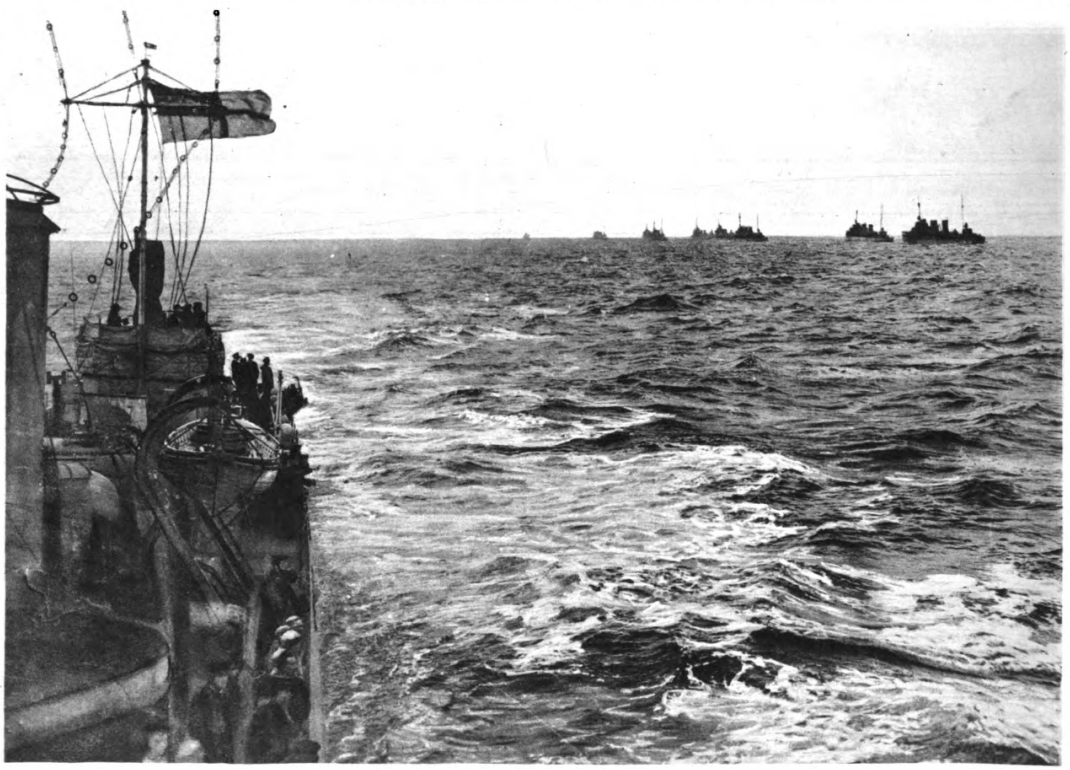
ips (including river craft) are to be concentrated in German naval bases to be designated by the Allies and the United States of America, and are to be paid off and completely disarmed d placed under the supervision of the Allies and the United States of America. All vessels of the Auxiliary Fleet (trawlers, motor-vessels, etc.) are to be disarmed." In accordance with is, the first and main instalment of the German High Seas Fleet surrendered for internment on November 21. The ships which surrendered were the battle-ships "Bayern," "Grosser rfurst," "Kronprinz Wilhelm," "Markgraf," "Kaiserin," "Friedrich der Grosse," "Koenig Albrecht," "Prinz Regent Luitpold," and "Kaiser"; the battle-cruisers "Hindenburg," "Derfflinger," Seydlitz," "Moltke," "Von der Tann"; and the light-cruisers "Karlsruhe," "Frankfurt," "Emden," "Nurnberg," "Köln," "Brummer," and "Bremse"; with dest oyers.

FLOTILLA ON FLOTILLA: CAPTIVE BATTLE-CRUISERS AND DESTROYERS.

PHOTOGRAPHS BY G.P.U.



SEEN FROM H.M.S. "SEYMOUR" (IN FOREGROUND): THE "SEYDLITZ," "MOLTKE," "HINDENBURG," "DERFFLINGER," "VON DER TANN."

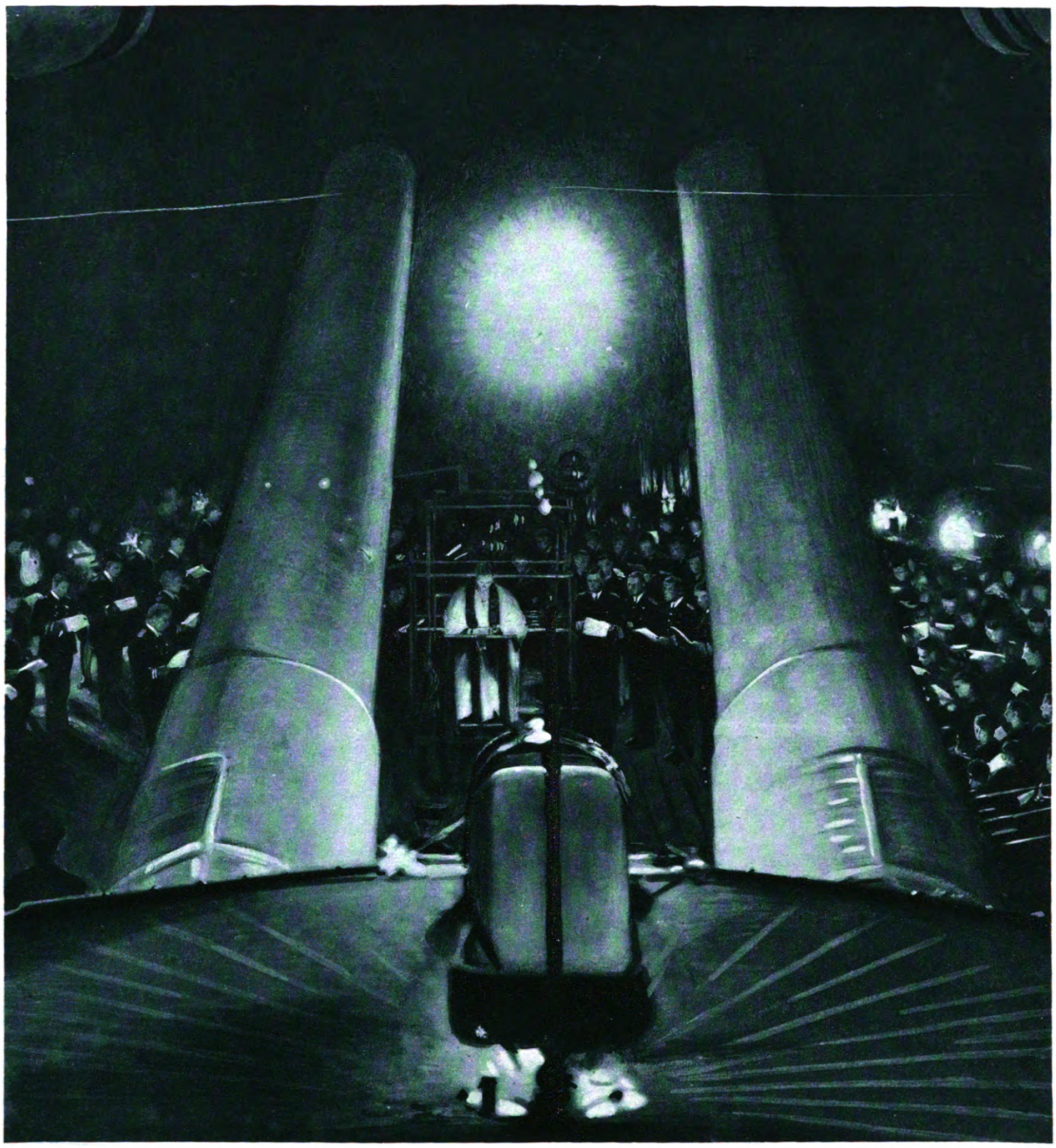


"THE EYE COULD NOT COUNT THEM": SOME OF THE 49 SURRENDERED GERMAN DESTROYERS, WHICH WERE SURROUNDED BY 150 BRITISH.

The surrendered German Fleet made an imposing procession. After the 5 battle-cruisers, 9 battle-ships, and 7 light cruisers came 49 destroyers of the latest type. They were led in by H.M.S. "Castor" (flying the pennant of Commodore Tweedie) and were surrounded by some 150 British destroyers. "In ordered array," writes a "Times" correspondent who witnessed it, "flotilla on flotilla moved across the sea, the Germans completely encased by the British. So vast was the area they covered that both the head and the rear of the columns stretched away into the haze and were lost to sight. The eye could not count them. They were in themselves a tremendous armada." From the decks of British vessels "men watching the German ships come into view vied with one another in identifying them one by one, sometimes with the aid of books of silhouettes."

"PRAISE BE TO THEE, O LORD": THE FLEET'S THANKSGIVING.

PHOTOGRAPH BY C.N.



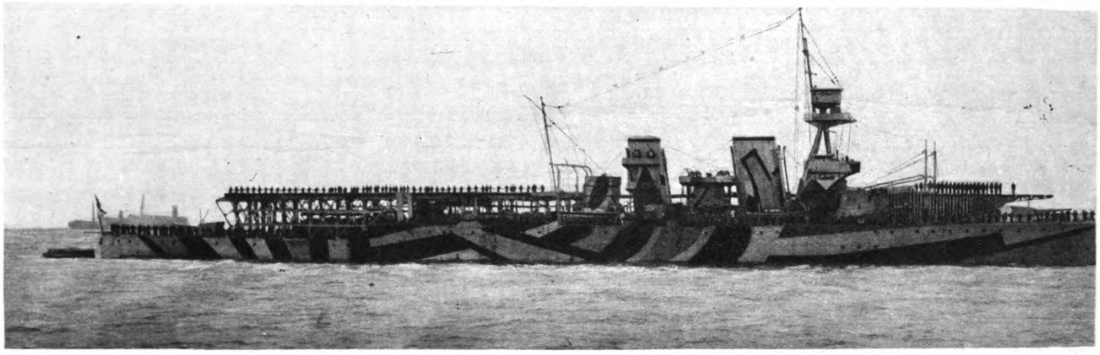
The Order of the Service of Thanksgiving held on board the *Queen Elizabeth*, Sir David Beatty's flag-ship, was practically the same as that followed in the Church of England on the previous Sunday. It began with Hymn 166 ("All people that on earth do dwell"). The Lesson was from Revelation xxi. 1-9 ("And I saw a new heaven and a new earth"). Then came the Address, and after that Hymn 298 ("Praise, my soul, the King of Heaven"). Some of the Thanksgiving sentences, differing slightly from those used in the churches on the 17th, were as follows: "For the triumph over the enemy fleet and for the victory which Thou hast granted to our arms: *Praise be to Thee, O Lord Most High.* For the trust in the Navy shown by our people at home through years of danger and anxiety: *Praise be to Thee, O Lord Most High.* For that Thou hast enabled us to save our land from invasion and our people from famine and distress: *Praise be to Thee, O Lord Most High.* For the preservation of our lives after long years of war and for the hope of a righteous peace: *Praise be to Thee, O Lord Most High.* For the spirit of cheerfulness, loyalty, and brotherhood that has inspired our Fleet: *Praise be to Thee, O Lord Most High.*" Hymn 379 ("Now thank we all our God") was sung before the Blessing, and after it "God Save the King."

"FOR THE VICTORY WHICH ALMIGHTY GOD HAS VOUCHSAFED": THE THANKSGIVING SERVICE HELD ON BOARD H.M.S. "QUEEN ELIZABETH" (AS THROUGHOUT THE GRAND FLEET) AFTER THE GERMAN NAVAL SURRENDER.

On the day of the German naval surrender, Admiral Beatty signalled to all the ships of the Grand Fleet: "It is my intention to hold a service of thanksgiving at 18.00 (6 p.m.) to-day (November 21) for the victory which Almighty God has vouchsafed to H.M. arms, and every ship is recommended to do the same." Needless to say, the recommendation was carried out. Above are given details of the service held on board the flag-ship. The occasion is unparalleled in the story of our Navy, and the solemn service made irresistible appeal.

THE ROYAL VISIT: NOTABLE BRITISH SHIPS THE KING SAW.

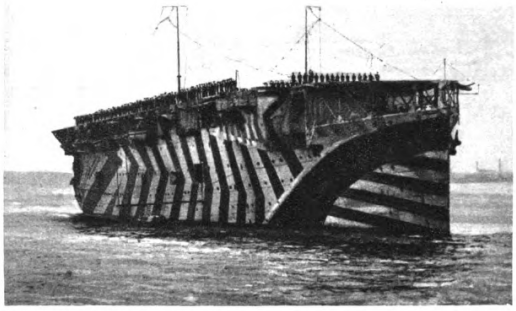
PHOTOGRAPHS BY TOPICAL AND ILLUSTRATIONS BUREAU.



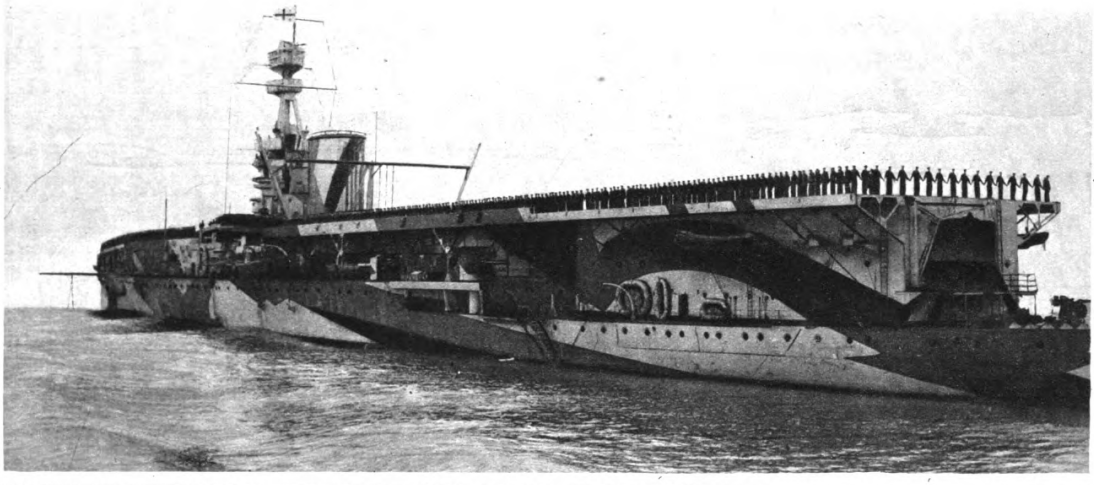
THE SUCCESSOR AND NAMESAKE OF THE FAMOUS OLD CRUISER WHICH BLOCKED OSTEND: THE NEW "VINDICTIVE."



ADMIRAL BEATTY'S FLAG-SHIP: THE "QUEEN ELIZABETH"; WITH A PINNACE CONVEYING THE KING TO HER FROM H.M.S. "OAK" (RIGHT).



STRIKINGLY CAMOUFLAGED: H.M.S. "ARGUS," A FAMOUS AEROPLANE-SHIP, WITH HER CREW CHEERING ON DECK.

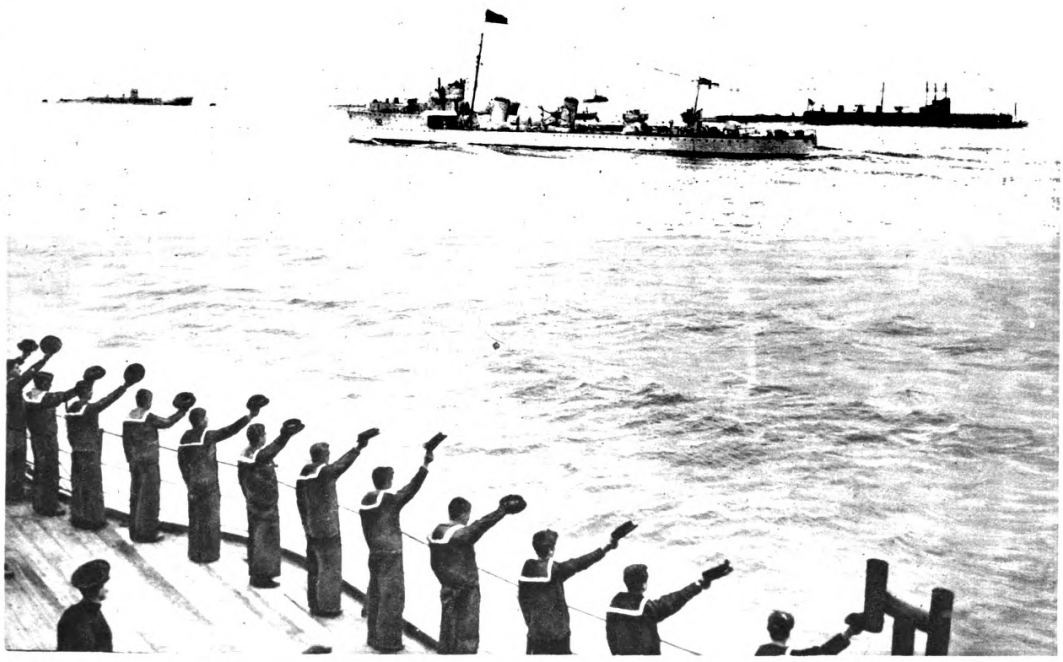


ONE OF THE "HUSH" VESSELS NEVER ILLUSTRATED DURING THE WAR: H.M.S. "FURIOUS," A NOTABLE AERODROME-SHIP, EFFECTIVELY CAMOUFLAGED.

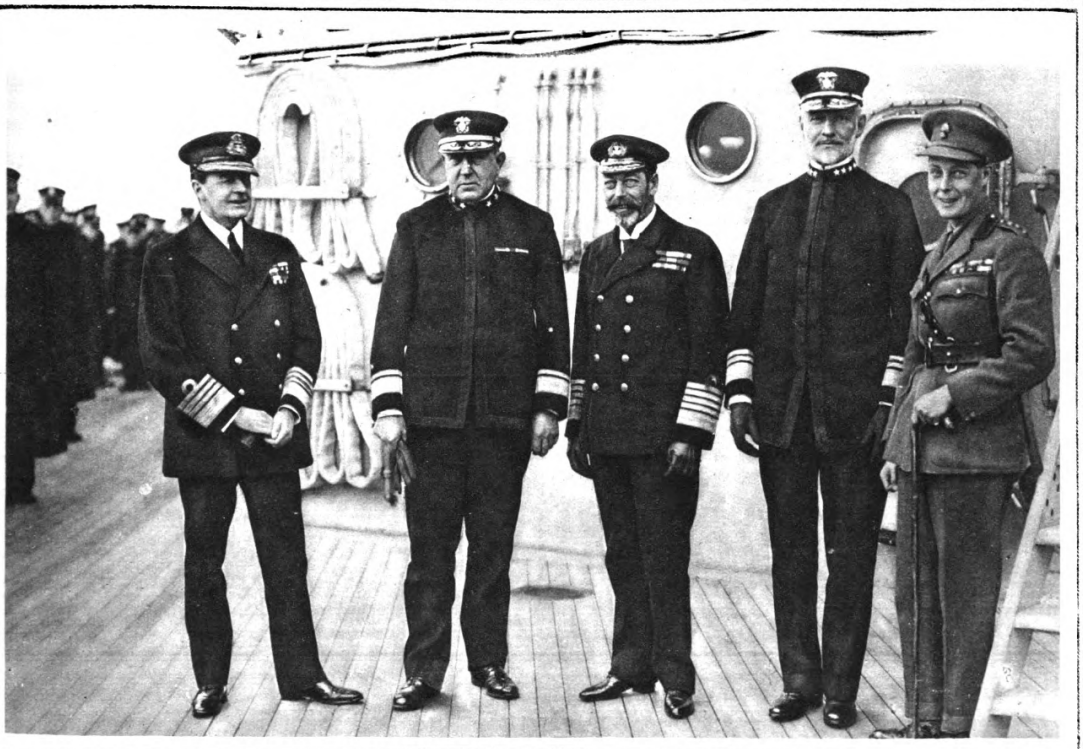
Many and various were the ships which greeted the King as he passed down between the lines of the Grand Fleet on board H.M.S. "Oak," Admiral Beatty's well-known white destroyer. Among the most interesting things that met his Majesty's eye were the new aircraft-carrying ships, including H.M.S. "Furious," one of those known during hostilities as "hush-hush" vessels, about which no description or illustration was ever allowed to be published. Another well-known aircraft-ship is the "Argus," well named as possessed of many "eyes." The King was also greatly interested at seeing the new "Vindictive," named after the famous old cruiser which played so stirring a part in the naval attacks on the German submarine bases in Belgium, and ended her active career by effectively blocking the harbour of Ostend.

THE ROYAL VISIT: THE KING WITH THE GRAND FLEET.

PHOTOGRAPHS BY C.N. AND G.P.U.



THE DESTROYER "OAK," WITH THE KING ON BOARD, PASSING DOWN THE LINES: (FOREGROUND) "QUEEN ELIZABETH'S" CREW CHEERING.



ON BOARD THE U.S.S. "NEW YORK": (L. TO R.) ADMIRAL BEATTY; AD. RODMAN (U.S.N.); THE KING; AD. SIMS (U.S.N.); AND PRINCE OF WALES.

The King inspected the Grand Fleet on November 20 shortly before it put to sea to receive the surrender of the German Navy. His Majesty was accompanied by the Prince of Wales, while the Queen, who did not take part in the inspection, went on board the "Queen Elizabeth," Admiral Beatty's flag-ship. In a short address on his arrival, before embarking on board the famous white destroyer, H.M.S. "Oak," the King said: "It is to the Fleet, which has kept watch and ward in all weathers and in all sorts of trying conditions, that we owe very largely the victory we are now celebrating." The "Oak," with his Majesty and the Prince on board, then passed between the lines, and the whole of the Grand Fleet was inspected, amid rousing cheers from the crews. After lunch on board the "Queen Elizabeth," the King and the Prince visited the American flag-ship "New York."

THE GERMAN HIGH SEA FLEET OUT AT LAST—TO

DRAWN BY NORMAN WILKINSON, WHO

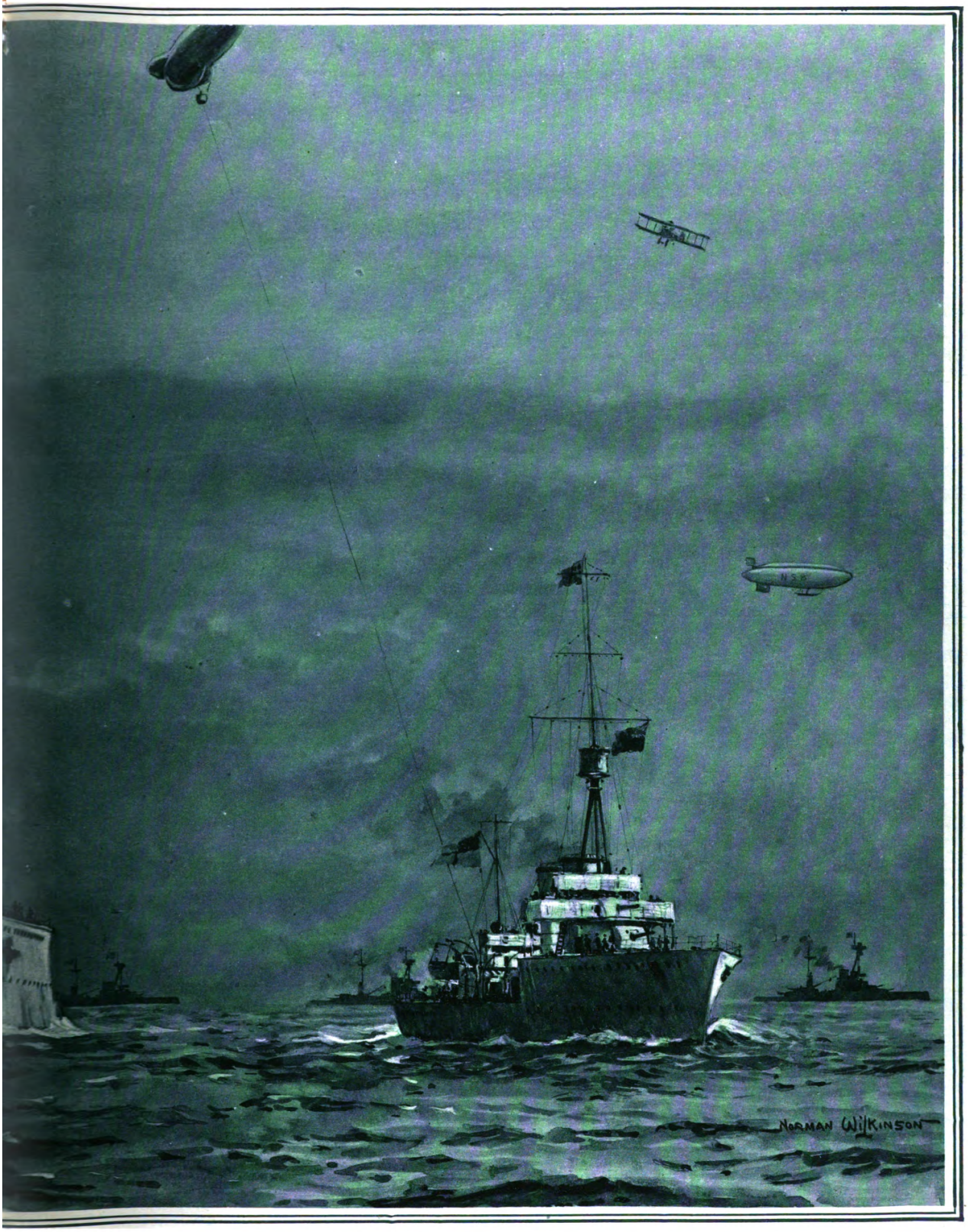


"LEVIATHANS LED BY A MINNOW": H.M.S. "CARDIFF" LEADING IN THE GERMAN BATT

H.M.S. "Cardiff," of the British 6th Light-Cruiser Squadron, was chosen "to direct the movements of the German main force." A "Times" correspondent writes: "Between the lines came the Germans, led by the 'Cardiff,' and looking for all the world like a school of leviathans led by a minnow. Over them flew a British naval airship. First came the battle-cruisers, headed by the 'Seydlitz,' which carries the scars of the Dogger Bank battle of January 1915. The 'Moltke' and the 'Hindenburg' followed,

SURRENDER: LED CAPTIVE INTO BRITISH WATERS.

AS PRESENT ON THE OCCASION.



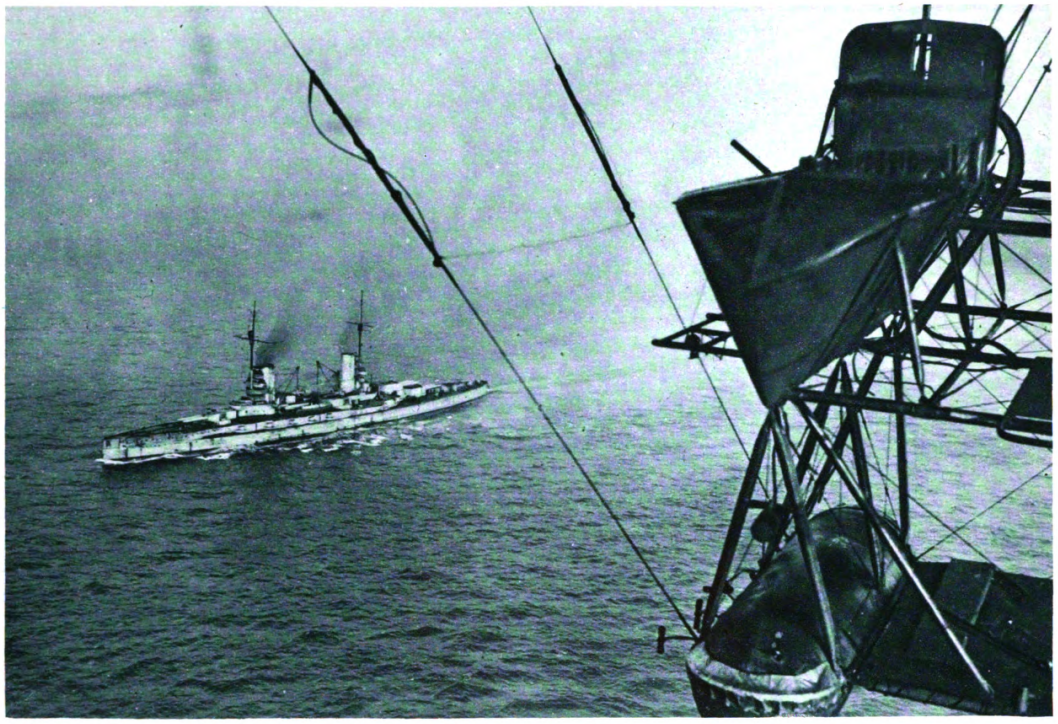
E-CRUISERS "SEYDLITZ," "MOLTKE," "HINDENBURG," "DERFFLINGER," "VON DER TANN."

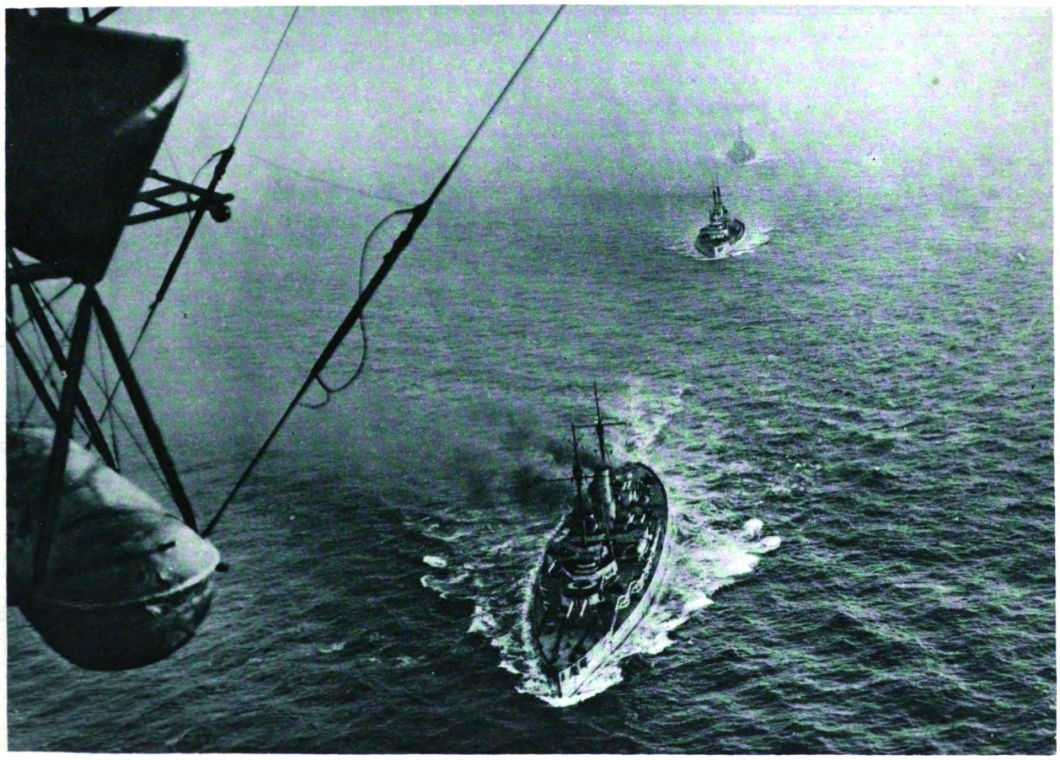
then the 'Derfflinger,' also badly battered in the Dogger Bank engagement, and finally the 'Von der Tann,' which suffered heavily in the naval air-raid on Cuxhaven. . . . The 9 battle-ships followed." The battle-ships were headed by the "Friedrich der Grosse." In the background are ships of the British 1st Battle

ipated in the Unit

A UNIQUE NAVAL OCCASION: SURRENDERED GERMAN BATTLE-SHIPS.

ROYAL AIR FORCE OFFICIAL PHOTOGRAPHS.





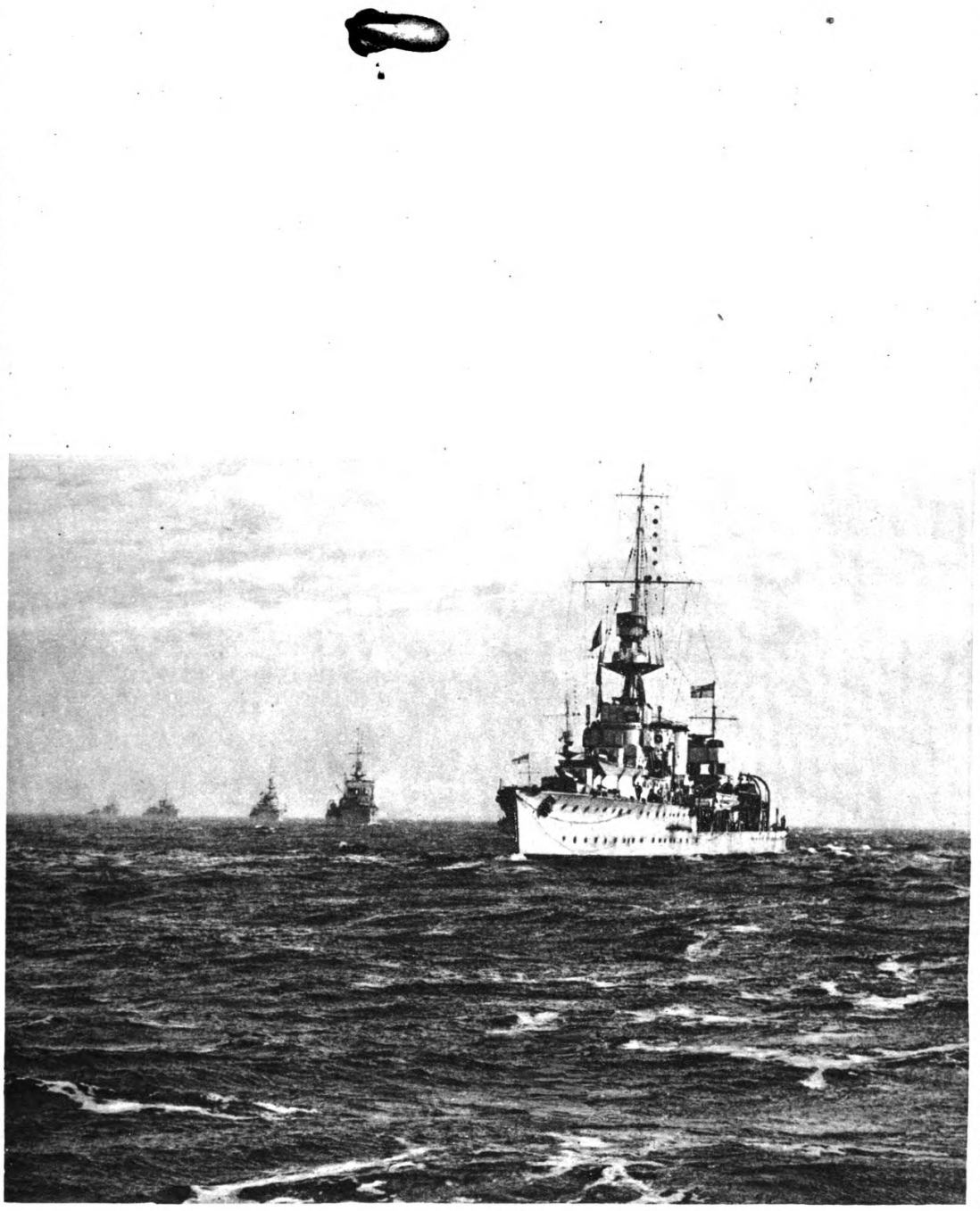
1. PHOTOGRAPHED FROM BRITISH AIRCRAFT WHILE ON ITS WAY TO THE FIRTH OF FORTH TO SURRENDER: A GERMAN BATTLE-SHIP.

2. STEAMING IN LINE AHEAD: FOUR OF THE NINE GERMAN BATTLE-SHIPS INCLUDED IN THE SURRENDERED FLEET—SEEN FROM THE AIR.

Naval history shows no parallel to the surrender of a great fleet without striking a blow, as has been the case with Germany's once-vaunted Navy. After describing the historic scene in the Firth of Forth on November 21, Mr. H. W. Wilson writes: "Thus the German Fleet ended most ingloriously the struggle which William II. began twenty years ago. The French Navy came out gallantly to certain defeat in 1805, the Spanish Navy put to sea at Santiago in 1898 against hopeless odds, the Russian Baltic Fleet in 1905 fought to extinction. Only the High Seas Fleet preferred to remain in port, declining action until the pressure of the British blockade compelled its tame surrender."

GOING TO MEET U-BOATS AT THE RENDEZVOUS: BRITISH CRUISERS.

PHOTOGRAPH BY L.N.A.



STEAMING IN LINE AHEAD TO MEET SURRENDERED GERMAN SUBMARINES IN THE NORTH SEA: ADMIRAL TYRWHITT'S FLAG-SHIP "CURAÇAO," FOLLOWED BY OTHER BRITISH CRUISERS; WITH A CAPTIVE BALLOON OVERHEAD.

At about five o'clock on the morning of November 20, in bright moonlight, a force of British cruisers left their anchorage off Harwich and steamed out towards the appointed rendezvous in the North Sea, 35 miles away, to meet the first group of 20 surrendered German submarines. Rear-Admiral Sir Reginald Tyrwhitt, who fought several brilliant actions during the war, had been appointed to receive the submission of the U-boats. He led the line of cruisers in his flag-ship, the "Curaçao," followed in succession by the "Danae," "Coventry," "Centaur," and "Dragon." On either side of the cruisers was a force of escorting destroyers.

U-BOATS HANDED OVER TO THE BRITISH NAVY: SURRENDER SCENES.

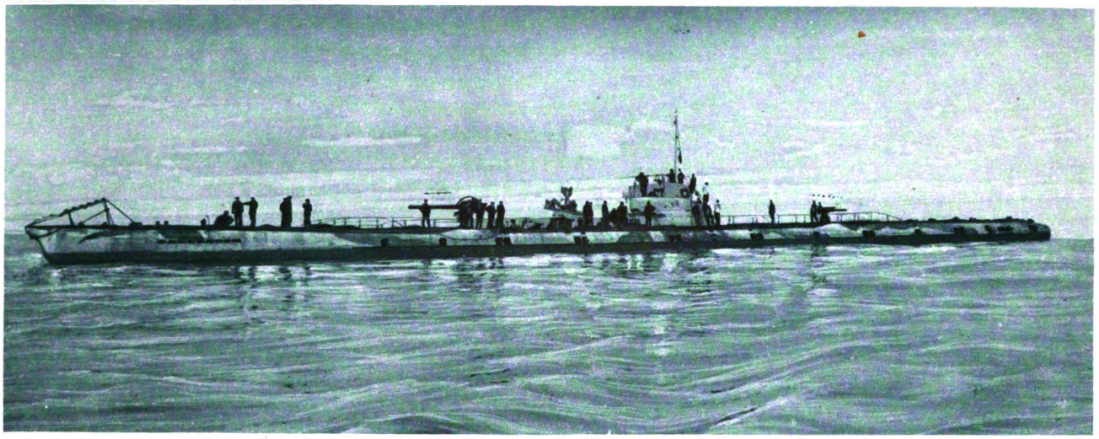
PHOTOGRAPHS BY TOPICAL, L.N.A., AND FARRINGDON PHOTO CO.



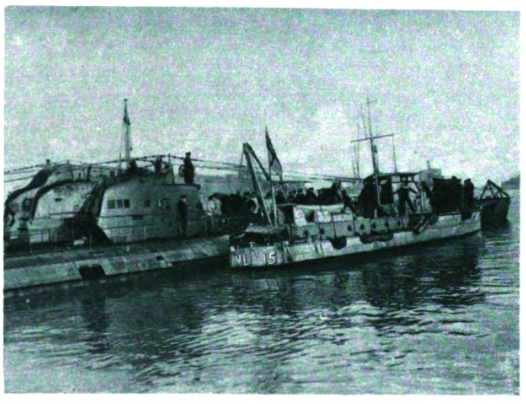
THE FIRST BATCH OF U-BOATS SURRENDERED: A GERMAN SUBMARINE MADE FAST TO A BRITISH DESTROYER.



ON THE WAY TO ITS ANCHORAGE AT HARWICH: A GERMAN SUBMARINE WITH A BRITISH CREW ON BOARD.



SHOWING THE POSITION OF THE GUNS ON DECK ON EITHER SIDE OF THE CONNING-TOWER: ONE OF THE LARGE GERMAN SUBMARINES SURRENDERED.



BEGINNING THEIR HOMEWARD VOYAGE: U-BOAT CREWS EMBARKING IN A MOTOR-LAUNCH WHICH TOOK THEM TO A TRANSPORT.

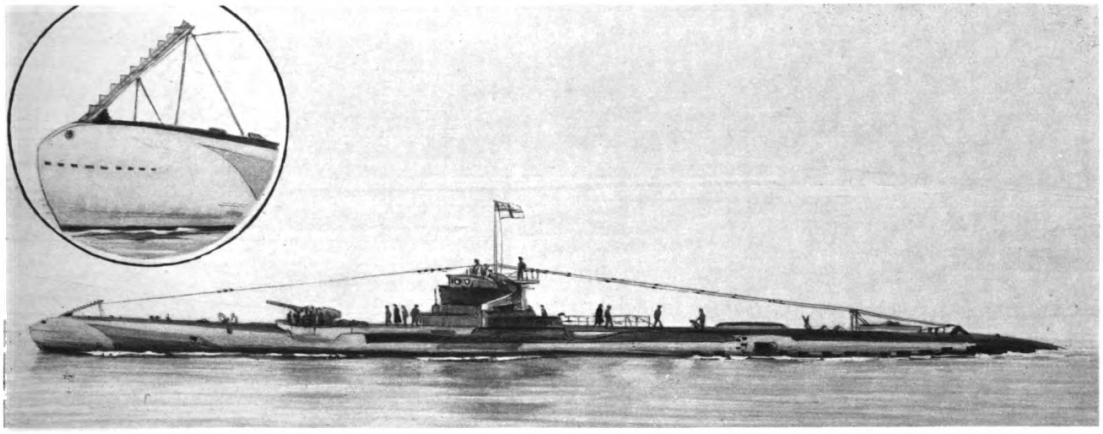


DEJECTED AND CRESTFALLEN: THE CREW OF A GERMAN SUBMARINE WHEN A BRITISH OFFICER BOARDED IT OFF HARWICH.

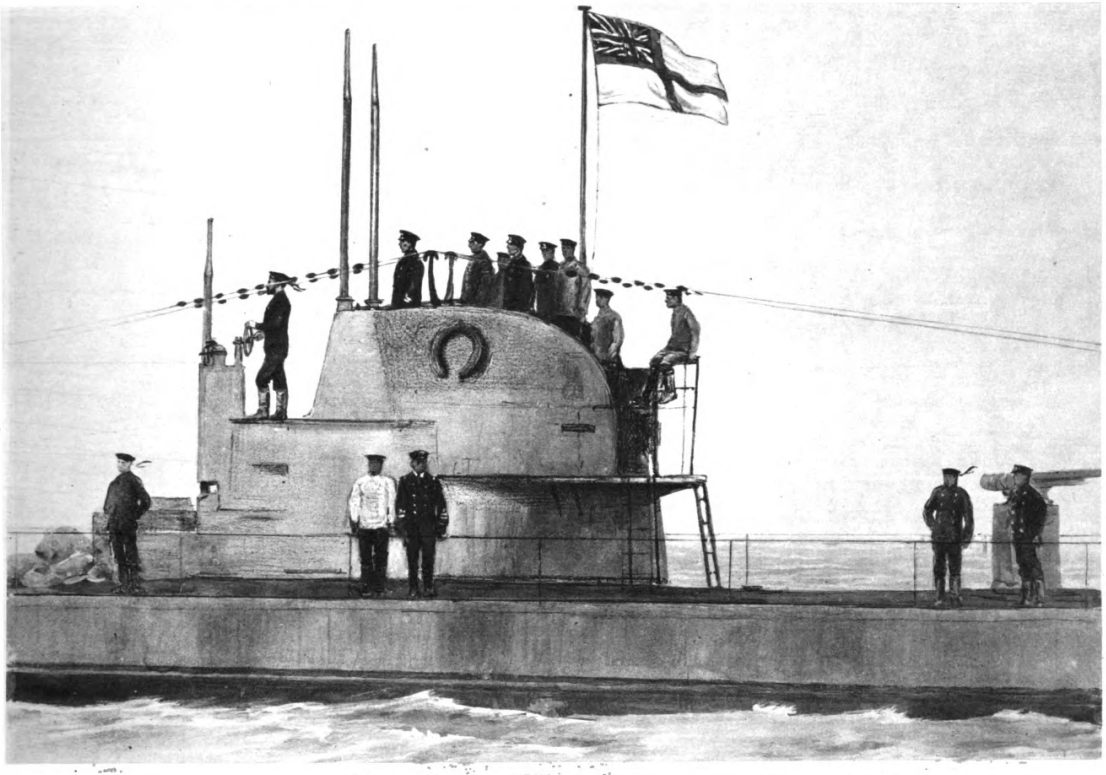
The first instalment of 20 German submarines to be surrendered in terms of the Armistice met a British force 35 miles from Harwich on the morning of November 20, and were taken over by British officers and men near the Cork Lightship. The whole convoy then set a course for Harwich, where the surrendered submarines were led to the harbour in groups of five by British destroyers. "All the Germans," writes a "Times" correspondent, "except those required below, stood on deck as the squadrons passed towards the river. If British sailors were also on deck the Germans kept forward of the conning-tower. The boats afterwards completed by themselves the last journey to a point about a mile above Parkeston Quay. Motor-launches then took off the German crews, put them on board the destroyers by the guard-ships off Harwich, and the destroyers carried them back to the transports for the return journey to their own country." On the following day (the 21st) 19 more U-boats arrived at Harwich and were surrendered.

THE SURRENDER OF THE U-BOATS: SWEEP-CUTTER; A GERMAN PILOT.

DRAWN BY S. BEGG, FROM SKETCHES BY A. FORESTIER, OUR SPECIAL ARTIST AT THE SURRENDER OF THE U-BOATS.



CAMOUFLAGED AFTER THE BRITISH NAVAL MANNER: A U-BOAT, SHOWING ITS SWEEP-CUTTER AND SWEEP-LIFTER.

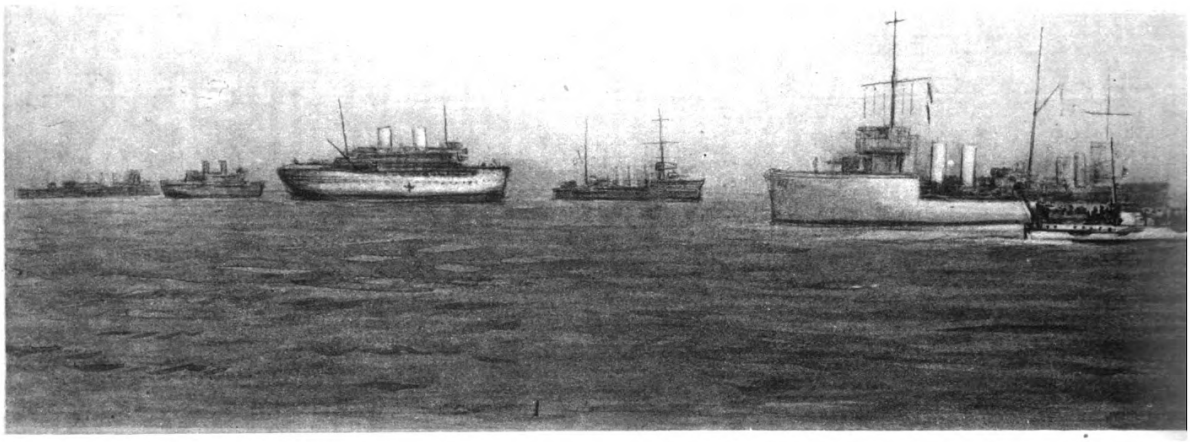


FOR THE LAST TIME: A SURRENDERED U-BOAT PILOTED BY A GERMAN (UNDER THE DIRECTION OF A BRITISH OFFICER AND FLYING THE WHITE ENSIGN).

The first illustration shows the saw with which German U-boats endeavoured to cut our wire sweeps, or nets, and also the arrangement of wires, passing right over the U-boats, designed to enable the U-boats to slip under the sweeps, the sweeps sliding over the wires across the U-boat. Needless to say, periscopes and masts would be lowered while the vessel was under water, seeking either to cut, or pass under, the sweeps. With regard to the second illustration, it should be added that in some cases the German U-boats came into Harwich Harbour with German sailors piloting them. The conning-tower was occupied in each case by the British officer in charge and his signaller and messengers, as well as by the German captain, who was there in readiness to translate commands. Another British officer is seen, with a British sailor at his side, standing against the conning-tower. By the 22nd November fifty-nine U-boats had reached Harwich, and twenty-eight more arrived on the 24th.—*[Drawings Copyrighted in the United States and Canada.]*

THE END OF GERMANY'S "RUTHLESS SUBMARINE POLICY

DRAWN BY A. FORESTIER, OUR S



AT THE RENDEZVOUS IN THE NORTH SEA: A BOARDING PARTY FROM ONE OF T

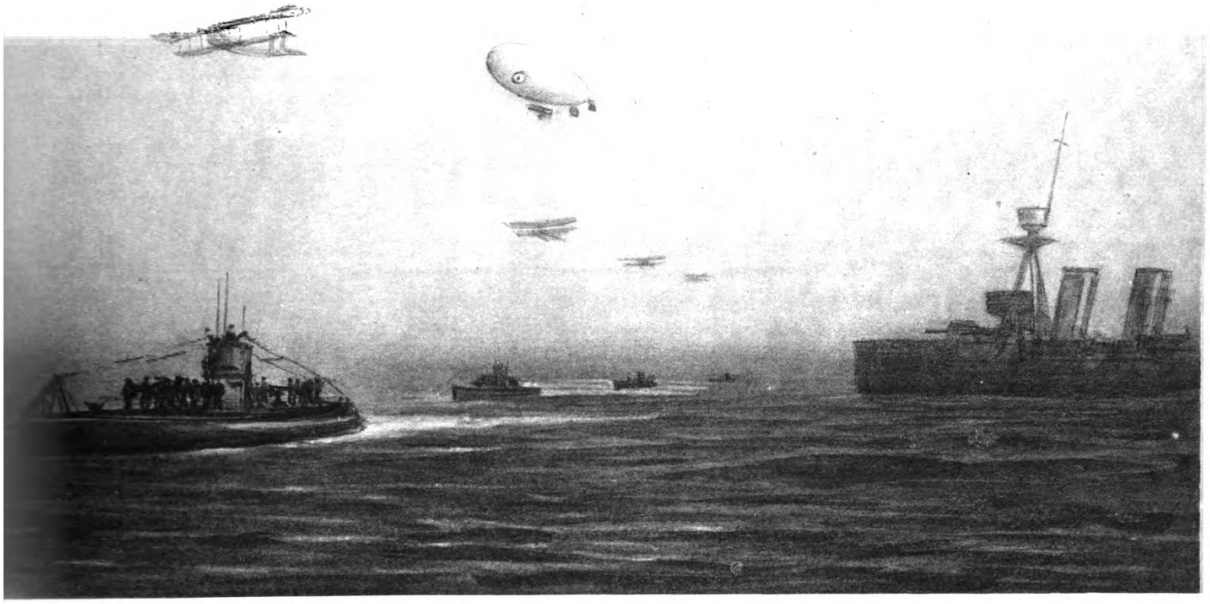


FLYING THE WHITE ENSIGN: A SURRENDERED U-BOAT PASSING BETWEEN THE GATE SH

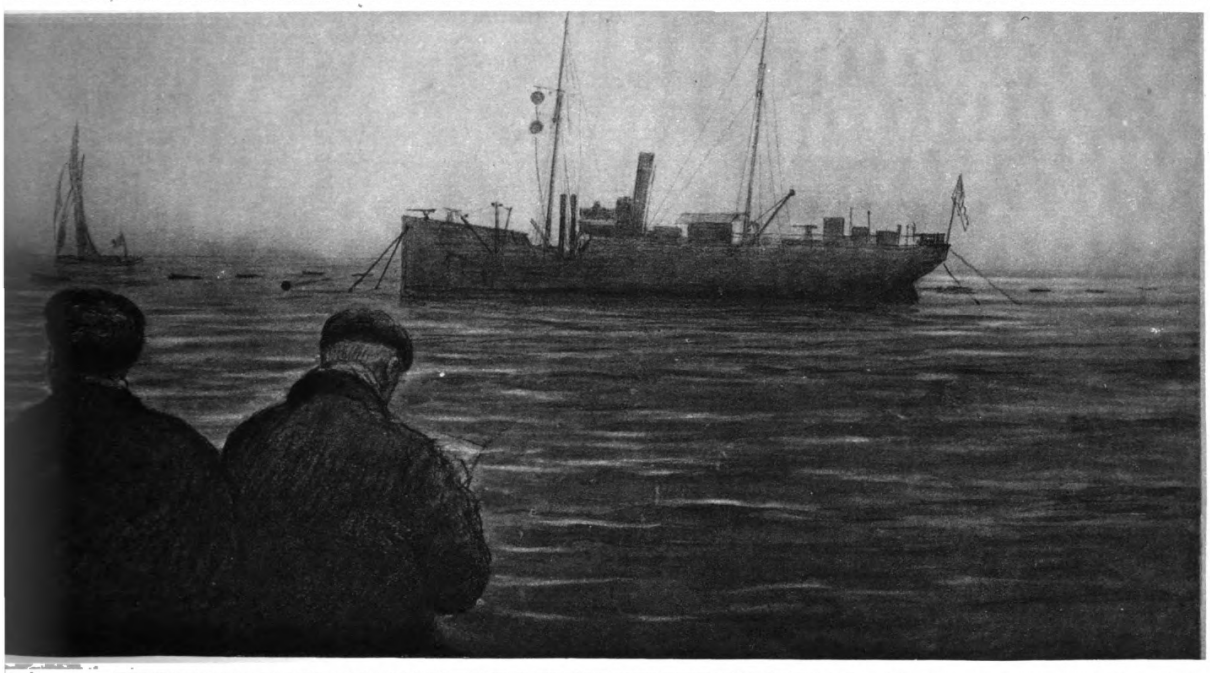
The first twenty of the 150 surrendered German submarines were met by a British force in the North Sea on November 20. They were boarded by British officers and men near the Cork Lightship and brought into Harwich. "In the one case where the enemy flag was displayed," writes a "Times" correspondent present, "the White Ensign was run up above it. Over the other ships the flag of the Royal Navy by midday flew alone. . . . The 20 U-boats were taken in groups of five to the harbour by the destroyers, with four of the light cruisers bringing

SURRENDERED U-BOATS MET AND BROUGHT INTO HARWICH.

ARTIST AT THE SURRENDER OF THE U-BOATS.



RITISH DESTROYERS GOING IN A MOTOR-LAUNCH TO TAKE POSSESSION OF A U-BOAT.



UTSIDE HARWICH, FOLLOWED BY A BRITISH DESTROYER AND OTHER SUBMARINES.

p the rear. All the Germans, except those required below, stood on deck as the squadrons passed towards the river. If British sailors were also on deck, the Germans kept forward of the nning-tower." In the upper drawing the ships seen (beginning with the second from the left) are: a transport; a hospital-ship used as a transport; two British destroyers; a motor-launch arrying a boarding party from the nearer destroyer; a U-boat, followed by three others, and, on the extreme right, a British light cruiser.—[*Drawing Copyrighted in the United States and Canada.*]

THE GERMAN NAVAL SURRENDER: BOARDING THE U-BOATS.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO.



BEFORE THEIR U-BOAT WAS HANDED OVER: THE CREW OF A SURRENDERED SUBMARINE ON DECK.

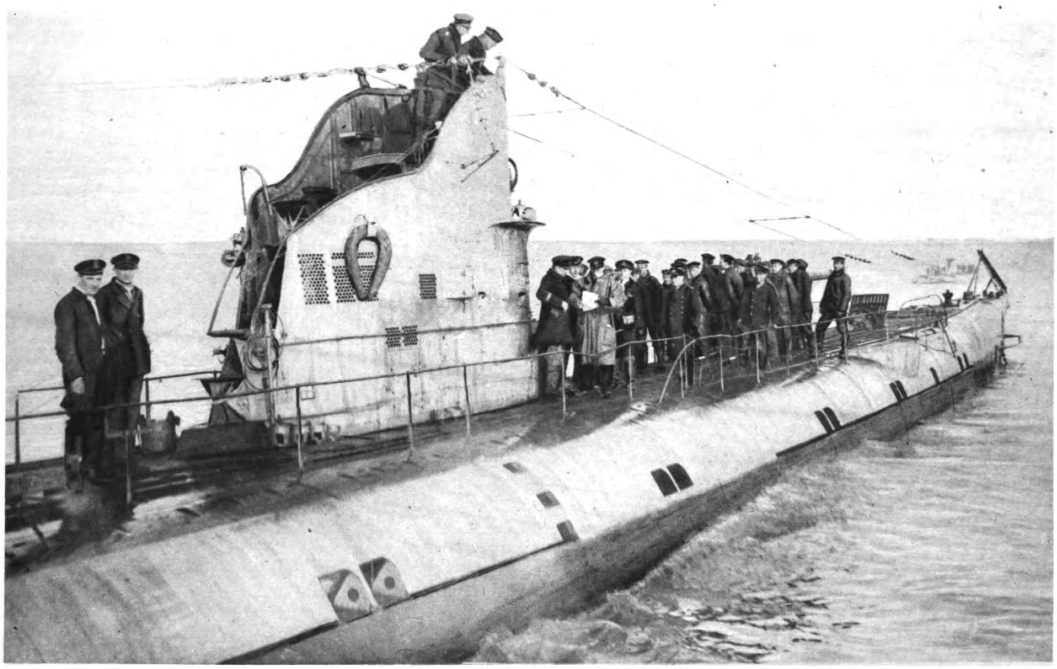


A BRITISH CREW BOARDING A GERMAN U-BOAT—SHOWING THE DECK-GUN AND METHOD OF COMING ABOARD.

The first instalment of twenty U-boats, out of the 150 to be surrendered according to the terms of the Armistice, arrived off Harwich in the early hours of November 20, and were formally handed over to Rear-Admiral Sir Reginald Tyrwhitt. They were met by British ships at a rendezvous in the North Sea about 35 miles from Harwich, and were escorted to their anchorage. At the Cork Lightship British officers and ratings took them over. As the U-boats came to anchor, their crews emerged from the conning-towers and stood on deck until the British boarding parties arrived in motor-launches. The U-boats afterwards proceeded to their final anchorage.

THE SUBMARINES' SURRENDER: EXAMINING SURRENDERED U-BOATS' PAPERS.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO.



A BRITISH OFFICER ON BOARD A GERMAN U-BOAT (SHOWING DETAILS OF THE CONNING-TOWER).

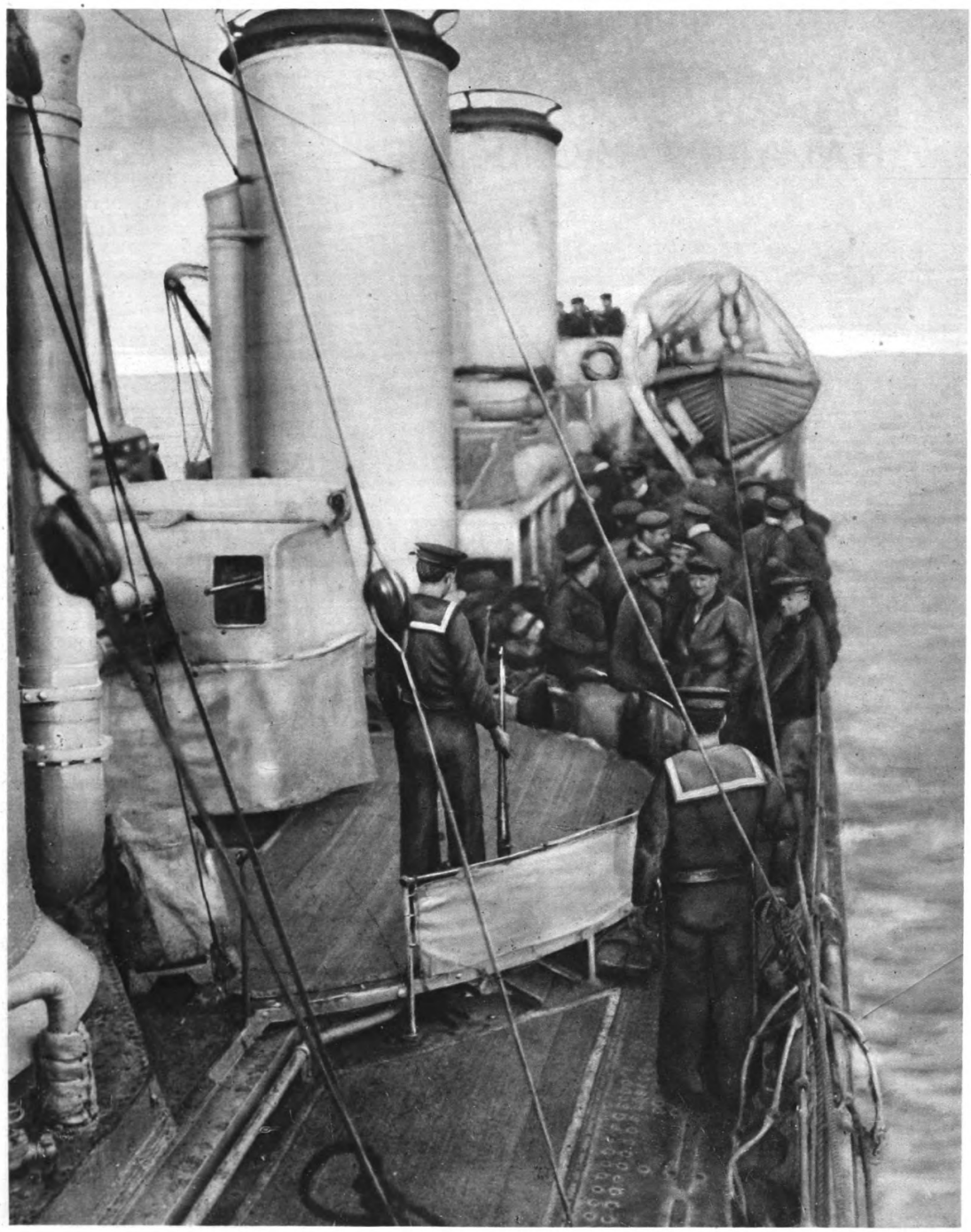


EXCHANGING PAPERS: A BRITISH OFFICER EXAMINING THE GERMAN COMMANDER'S DECLARATION (THE GERMAN OFFICER ON THE LEFT).

When the first 20 surrendered U-boats had anchored near the Cork Lightship, British officers went aboard to take them over. Each saluted as he arrived. The German commander produced his papers, including a declaration that his boat was undamaged and in full running order, and the British officer in return showed his authorising instructions. The conning-tower was then taken over, and the German crew were sent forward on deck, while British engineer officers went below. German engineers continued to navigate the ship, under British supervision, until it arrived at its anchorage, at a point about a mile above Parkeston Quay.

UNDER BRITISH GUARD ON BOARD A DESTROYER: U-BOAT CREWS.

PHOTOGRAPH BY NEWS ILLUSTRATIONS CO.



AFTER THE SURRENDER OF THEIR SHIPS: U-BOAT CREWS UNDER BRITISH GUARD ON BOARD A DESTROYER.

After the first batch of 20 German submarines had arrived at Harwich and surrendered, on November 20, they were anchored at a point about a mile above Parkeston Quay. The German crews were then taken off the surrendered U-boats in motor-launches, which conveyed them to the destroyers which were lying ready off Harwich. The destroyers then took them to the transports on board which they were to sail home on their return voyage to Germany. It was noticed that while the German officers were glum and moody, the men for the most part were cheerful. They did not appear to be insubordinate to their officers, but obeyed their orders promptly.

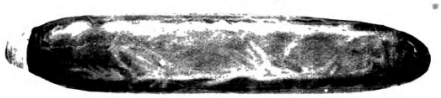
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LADIES' NEWS.

PRINCESS MARY made her tour among women workers in France as one well able to judge of good organisation and efficiency. For eighteen months or so she spent two or more hours every day at Devonshire House actually helping with the official work of the B.R.C. Voluntary Aid Detachments. The young Princess learned the principle of card-indexing and of official correspondence, and became familiar with the whole organisation. She is Commandant of a Detachment, and before taking that responsibility attended lectures and passed examinations, gaining badges and proficiency badges, in the usual way. In addition to this war work, Princess Mary passed a probationary term in the Children's Hospital, Great Ormond Street, going through the routine as an ordinary probationer—and, it may be added, showing no small aptitude for the work; while her obedience to the heads of the establishment and wards was more than willing. The workers in France welcomed her visits as special honours; and the Princess was delighted to see something of the vast organisation—and something, too, of the state of the country, which can be realised only by actual sight. Her Royal Highness was very anxious to go before; but while the war was in progress the King and Queen did not wish her to do so, knowing how busy everyone was, and how important that their work should have no interruption, however pleasant.



CHARM AND COMFORT IN VELVETEEN: A CHILD'S AFTERNOON FROCK.

This pretty little frock is made by Messrs. Debenham and Freebody, Wigmore Street, W.

There is little doubt that next year the social system will have begun to be re-established. At this hour dancing is in full swing, and a ball at the Royal Albert Hall on a mammoth scale was a fixture for this week. The Grand National will be run at Aintree as usual in the early spring; and there seems little doubt that there will be a Victory Derby at Epsom, a Victory Week at Royal Ascot, and all the usual chief features of a London Season. About Courts and State entertainments nothing definite can be settled for some time. The Palace staffs are greatly depleted, and demobilisation cannot be yet. There is, however, little doubt that the King and Queen will be socially active, and that some entertaining will take place: there are several possibilities that will rise to people's minds as occasions therefor. Great London mansions which have been used for Government work or for hospitals cannot immediately be restored to their owners. When they are, redecoration, return to ordinary spacing, and resettling will occupy a long time. Great private entertainments may therefore be postponed to the season of 1920. Also, we must all keep in mind that the men who make the social wheels go round will be on duty possibly in the Army of Occupation, and will only be available for social amenities when on leave.

Useful and ornamental gifts abound at Debenham and Freebody's fine establishment in Wigmore Street, one of London's landmarks. There are in the well and variously stocked fancy department tortoiseshell card, note, and cigarette cases; there are bead bags of all sorts and sizes; there are beautiful Japanese embroidery bags that will delight any artistic woman; while ivory-mounted hand-bags are very *chic* and very handsome. Christmas is the children's time, and in their department are some most attractive little frocks and suits. That which is illustrated is in velvet, the waist line at the hips. There are Georgette and lace collar and cuffs, and it is singularly neat and pretty. A party frock for a wee girl is in filmy shadow lace, the design outlined in gold, and with a narrow gold waistband and sleeve borders. Children love pretty clothes, and in this department are quantities of them.

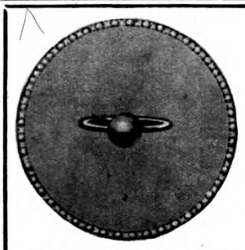
We are in for a period of fringes. Several bridal dresses have been noteworthy in this respect. One had the entire skirt veiled with three deep white silken fringes. Others have had the scanty skirt finished with deep fringes of beadwork and silk, thus harmonising its otherwise rather frivolous aspect with the environment and occasion. At some of the numerous dances now going on, charmeuse dresses in pale hues have had cross-wise fringes of silk down them from shoulders to hem, giving a sense of height and grace. On several smart skirts of the scanty kind fringes are used as on Pocahontas dresses—at the sides, Monkey-fur is freely used to fringe hats and coats and coat-frocks. There is a certain grace about this revival which recommends it.

When buying veils, do take a long view. This was advice given by a lady of experience. The newest of these prove the value of the remark. It happens that someone coming towards you in the street makes you shudder, feeling that their face has been terribly disfigured. A nearer view proves that it is but a pattern on a light-hued veil. Close inspection in a looking-glass does not reveal this trick; therefore see a veil on from the furthest point the reflection permits before purchasing. Some of the latest veils are string-coloured, and their powers in this disagreeable form of camouflage are specially good.—A.E.L.



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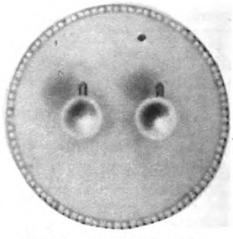
convinces you beyond a shadow of doubt that our values are absolutely unequalled. The fact that we return you your money promptly if you are not satisfied is sufficient to convince you of our confidence in the value we give.

This is a photographic reproduction of a Ciro Pearl Necklet. Price **£1 1 0.** (Including case, 2/- extra.)

We will send you a Necklet, a Ring, or any of our Jewels, on receipt of **£1 1 0.**
Wear either for a week. Compare it with the finest of genuine pearls or the highest-priced artificial pearls. If you are not satisfied, or if your friends can tell it is not real return it to us, and we will refund your money in full.
CIRO PEARLS are sold at one price only. Whether a gorgeous string of pearls, a ring, a brooch, a pair of earrings, or any jewel, no matter what sized pearl you require, the price is **£1 1 0.** The mountings are as exquisite as if the pearls were genuine.

Our only address is 42, Piccadilly, W. 1 (directly opposite Prince's Restaurant) on the first floor. Orders by post will have our intelligent careful service.

THE CIRO SCIENTIFIC PEARL CO., LTD. (Dept. 16). *Descriptive Booklet No. 16 on request.*



No. 1 is a pair of single ear-rings with Ciro Pearls of wonderful lustre. They may be had for pierced or unpierced ears, mounted on solid gold, with pearls of any desired size. Price **£1 1 0.**



Reproduced from an old Sheffield Design. Prices on application.

Mappin & Webb LTD.

Silversmiths to H.M. King George V.

Presentation Silver.

THE illustration depicts a Sterling Silver Tea and Coffee Service with Tray, representative of the high quality and excellent value obtainable in the Company's Presentation Department. A fully illustrated Catalogue will be sent post free.

Committees are cordially invited to inspect the stocks, or selections will be sent for approval at The Company's risk and expense.

London Showrooms:

2, QUEEN VICTORIA STREET, E.C. 4.; 172, REGENT STREET, W. 1.; 158-162, OXFORD STREET, W. 1.

Manufactory: The Royal Works, Norfolk St., Sheffield.

PARIS. ROME. MONTREAL. JOHANNESBURG. BUENOS AIRES. RIO DE JANEIRO SAO PAULO.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

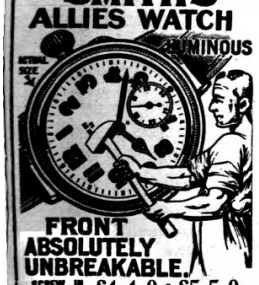
Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

LUMINOUS



FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 & £5 5 0

EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD. ESTD. 1851

HOLDERS OF 5 ROYAL WARRANTS.

WATCH MAKERS TO THE ADMIRALTY.

6, GRAND HOTEL BLDGS. TRAFALGAR SQ. W.C. & 66, PICCADILLY, W.



Fine Brilliant and Sapphire Twin Ring, £14 14 0



Fine Brilliant Ring, Open Circle Setting, £12 15 0



Fine Sapphire and Diamond Ring, £5 15 0

A fine Assortment of Rings & Jewellery always in stock.



Fine Double Cluster Diamond Ring. £12 15 0

We give Highest Prices for Old Jewellery—Gold & Silver.

Please write for Illustrated Leaflets—free on application.

ALARM WATCH

The Alarm will arouse the Heaviest Sleeper.



Sterling Silver 'ALARM' Watch white dial, £8 5 0

With Black Dial, £8 10 0

With Oxydised or Nickel cases, White Dial, £7 0 0

With Black Dial, £7 7 0

Luminous Alarm Watch. Perfect Timekeeper.

The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH & SON, LTD., Est. 1851.

6, GRAND HOTEL BLDGS. TRAFALGAR SQ. W.C. & 66, PICCADILLY, W.

BENSON'S

Diamond Wristlet Watches



Diamonds, set in Palladium, Gold Back, £35.



Diamonds and Platinum, £105.

MOIRE SILK BANDS



Warranted Timekeepers.

Platinum and Diamonds, £130.

FINE QUALITY LEVER MOVEMENTS from £25.



Diamonds and Palladium, £80

Selections sent on Approval.



Diamonds, set in Platinum, Gold Back, £55

J. W. BENSON, LTD.

25, Old Bond Street, W 1

..and..

62 and 64, Ludgate Hill, E.C. 4

Christmas in the Shops.

A SURE find for the most acceptable presents for Christmas are any of the well-known establishments of Messrs. Mappin and Webb, whether 158, Oxford Street; 2, Queen Victoria Street; or 172, Regent Street. A clock is a useful gift, and ornamental also if embellished in tortoiseshell and silver. It is a friend from a friend, and the price is twelve guineas. Very useful and handsome is a Mappin Plate egg-stand, cosy, and spoons, costing, for four cups, three guineas. A manicure-case in tortoiseshell, with every implement of the finest quality and finish, for eight guineas is a lovely gift for a lady. Women will greatly appreciate tortoiseshell cigarette-cases, especially if they be monogrammed in gold. Very handsome are sets of clear-clouded tortoiseshell in leather velvet-lined cases comprising complete equipment for the dressing-table. Sugar-boxes will be favourite gifts this Christmas, because they will go down to posterity as souvenirs of our war stress. The beautiful shops of Mappin and Webb's teem with useful gifts at all prices and excellent value.

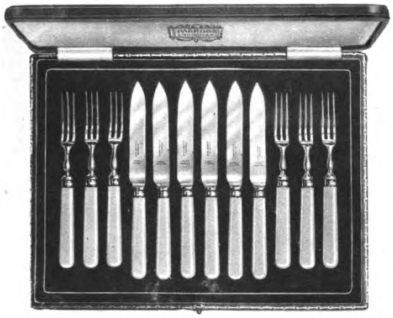


EGG-STAND AND COSY.
Mappin and Webb.



TORTOISESHELL MANICURE SET.
Mappin and Webb.

There is inspiration and confidence to the present-seeker who desires that gifts shall be silver in the specially spacious salon in which Harrods make their varied and satisfactory display. For the toilet-table are lovely things, from complete sets of brushes, trays, powder-boxes, etc., in tortoiseshell inlaid with silver and in silver of many designs, to lovely little trinket-boxes, equally attractive, but not so costly. Of these and of presentation silver cups, rose-bowls, etc., the firm is fortunate in having large



RUSTLESS TEA OR DESSERT KNIVES AND FORKS.
Harrods.

stocks. The set of knives and forks illustrated will commend themselves. The blades are of rustless steel, so that they are suitable for tea-knives or for fruit. It is a handsome present for a very moderate price; and there are hundreds to choose from.

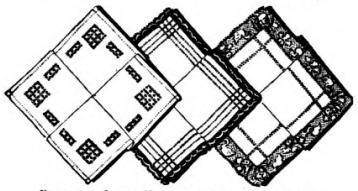
The soothing cigarette has become a necessity to the majority of men and women. There are cigarettes *and* cigarettes, as there are wines *and* wines. That which appeals to connoisseurs is that with the finest flavour, the coolest, and the most soothing—in fact, Cavander's "Army Club," the cigarette of the day. Women are said to have joined the Army in order to have a right to smoke Army Club. This is an exaggeration doubtless, but they love them. Therefore, from men to women, or from women to men, there is no better pledge of good comradeship at Christmas than presents of Army Club cigarettes.

We all admire the Cameron men and their glorious record in the war of wars; and we all love Cameron Pens, with their reliable record for real good service. They are self-fillers and are safety pens too, and are so easy to write with that all they need is a hand to hold them, and away they go transcribing brain signals as quick as lightning. Emanating from Macniven and Cameron, they possess the good Scottish characteristic of efficiency, which is what is needed in so close a collaborator as a pen. Give your friend a Cameron Pen for a Christmas gift and you will have real nice letters.



A PRACTICAL PRESENT.—Cameron Fountain Pen.

Useful gifts are still the most patriotic; also they are the most valued. There are many of them, and most excellent value they are, at Robinson and Cleaver's palatial Linen Hall in Regent Street. It is safe to say that in all the world there is no greater choice and no better value in handkerchiefs than here, and handkerchiefs make a capital gift. Those illustrated are in fine linen, with a drawn-thread border, at 12s. 11d. a dozen; veined hem in



BEAUTIFUL LINEN HANDKERCHIEFS: USEFUL GIFTS.
Robinson and Cleaver.

two rows, edged with narrow lace, 1s. 3d. each; and with worked border edged with duck-design lace also 1s. 3d. each. There are thousands of dozens of handkerchiefs to choose from for ladies, girls, children, boys, and men. All are of the very best. There are quantities of other gifts at this North of Ireland establishment; those in linen bedspreads, tea-table cloths, nightie-cases, and table-centres are particularly good value, and very suitable for presents.

[Continued overleaf.



BY APPOINTMENT

Christmas

THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, if possible, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

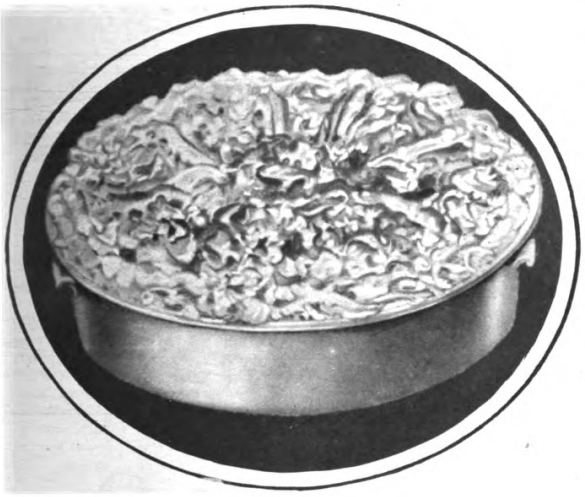
Selections will be sent for approval, if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

WARNING

The Goldsmiths and Silversmiths Company have no branch establishments in Regent Street, Oxford Street, or elsewhere—in London, or abroad—only one address: 112 Regent Street, London, W. 1.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.
with which is incorporated The Goldsmiths Alliance Ltd. Est. 1751

112 Regent Street, London, W. 1



A NEW OXO DISH

Prepared by a Celebrated Chef.

LANCASTER FISH HOT POT.

Sufficient for Six Persons.

Ingredients:—2 lbs. of potatoes; 1 lb. of onions; 4 ozs. of carrots; 4 ozs. of celery; 8 ozs. of tomatoes; 1 lb. of cod fish; 6 teaspoonfuls of OXO; parsley; pepper; salt.

METHOD OF PREPARATION.—Clean the carrots and celery, skin the tomatoes (by steeping in boiling water), boil the vegetables and the cod fish. Half of the potatoes should be *well mashed*, the other half cut in thin slices.

Spread the sliced potatoes in a layer in a casserole or pie dish. Then add the cod fish in a layer, then the carrots, celery and tomatoes mixed together in a layer.

Make a sauce in the following manner: finely chop the onions and fry them (*not browned*) with one oz. margarine, add one tablespoonful of flour, stir well and mix six teaspoonfuls of OXO with one pint of boiling water; boil for five minutes, pour the whole on the vegetables, lastly spread the mashed potatoes on the whole and bake for thirty minutes.

In this recipe one OXO cube is equivalent to a teaspoonful of OXO.

OXO is particularly useful in these days of meat shortage.

By using it in conjunction with potatoes and other vegetables many nourishing and inexpensive dishes can be prepared which will, to a great extent, take the place of a meat course.

OXO increases their food value considerably and supplies that appetising and nourishing meat basis which would otherwise be lacking.

LET

OXO

HELP OUT YOUR MEAT RATION.

Sole Proprietors and Manufacturers:
OXO Limited, Thames House, London, E.C.4.

THE BEST XMAS NUMBER ISSUED THIS YEAR IS THE

STRAND

Magazine

CONTRIBUTORS:

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E. Temple Thurston
L. J. Beeston
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Hylton Cleaver
Mme. M. Maeterlinck
Charlotte Brontë
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Interview with

Sir Oliver Lodge

Etc., Etc., Etc.

TEN COMPLETE STORIES

On Sale to-day.* 1s. 3d. *Net.

The Christmas STRAND is the most acceptable Gift you can send to your boy at the Front.

A HANDSOME CHRISTMAS GIFT.
THE BEST SOUVENIR OF THE WAR.

THE WESTERN FRONT (2 Vols.)

By MUIRHEAD BONE.

Reveals the havoc of warfare in true perspective and with realistic force.

Of all Booksellers 15/- net each volume, or post free 15/6 from the Publishers—GEORGE NEWNES, LTD., 8-11, Southampton Street, Strand, London, W.C.2.

Christmas in the Shops—Continued.

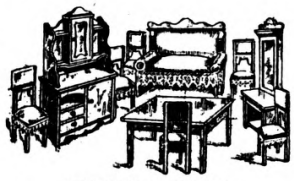
A name under which watches always go right is that of Sir John Bennett. At this famous house, 65, Cheapside, and 105, Regent Street, watches have been a special cult for many a decade. A Christmas present to give great joy is a jewelled wristlet watch—such a one as we illustrate, of platinum set with diamonds. Nowadays the prices of watches have soared with that of other essential things. Those at Sir John Bennett's are worth all they



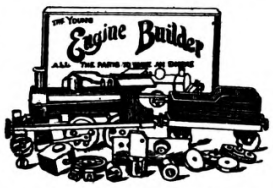
A Victory Gift.—Sir John Bennett, Ltd.

cost, and those who know best are well aware that cheap watches are poorer investments now than ever; buying them is simply spending good money on poor trash. There is a fine selection of rings at this house; the value in these is also exceptional, and the variety great in price as in style. There are brooches of all kinds—none in greater favour than those of pearls, now a very pet gem with ladies. There is no kind of jewellery which cannot advantageously be purchased at the house of Sir John Bennett.

No one who knows the ropes neglects a visit to Gamage's at this time of year. The great house in Holborn is massed with attractions for people of all ages. For the children this year it is specially delightful, for there is a lifesize panorama most realistically painted of the travels of Gulliver. He is seen in all the most exciting episodes of his fascinating life. Whether it is Gulliver landing in Lilliput land, being interviewed by the little Emperor, or making a square meal of twenty cart-loads of rations and ten cart-loads of wine, he is a delight to the youngsters—and to the oldsters too. Then there is a model of Lilliput town, with great Gulliver himself lowering over it. The toys are most fascinating, and include many of primary scientific interest. There are model aeroplanes, a peace bird which moves its head and wings, clockwork toys, games, dolls, shops, books, silver, leather, cutlery, necessaries for sports, accessories for games in the open—in fact, Gamage's is a compendium of all you want for everything in the way of giving pleasure at Christmas.



Doll's Furniture.—Gamage's.



Engineering Toys.—Gamage's.

Favourite advice colloquially given is "Keep your hair on." Literally, it is not so easy to do, especially through years of strain such as those we have passed. With some help the scalp will, however, keep the crop growing; the help to give is the use of "Tatcho." It is the true nourisher of hair, and gives it back its gloss and look of health and vigour. Even wee children love to be "Tatchoed," and it is good for their hair as for that of their elders, and induces a growth invaluable in after life. A good, vigorous brushing with "Tatcho" ensures a good crop of hair; therefore, a bottle or two of it is a good Christmas gift, and at present a 4s. 6d. bottle can be purchased for 2s. 9d.

There is a place where quite uncommon Christmas presents can be purchased; it is in Ireland, and in the loyal North. The White House, Portrush, has long been favourably known for its Irish friezes and homespuns, its pretty bog-oak and spar ornaments, and its lovely Belleek ware. The latter is rare now, for the works have been—and probably are now—closed. The White House sends from this Atlantic-bound town all over the world things of reliably Irish manufacture. Hand-knit stockings and socks, hand-woven tweed, hand-knit coats and caps—all make highly acceptable gifts, and all can be had of the best at this establishment. Woollen coats are knitted from good Irish yarn. Our men having still to bear the rigours of winter weather will be grateful for hand-knit socks from this well-known establishment.

Christmas will be a festive season this year, and women will all want to look their very best. The way to Mrs. Eleanor Adair's salons, at 92, New Bond Street, will be freely taken by the wise of the majority sex. She is a great facial specialist, and a few treatments under skilled hands in these salons will work wonders. If these are not possible because of living at a distance, there are the world-famous Ganesh preparations and appliances for home use, which will effect wonderful results.

To preserve the temper and to save time are two good services. A Christmas gift that helps in both these ways is the Valet Auto-Strop Safety Razor. It strops itself automatically, as its name suggests; and is always ready and of keenest edge to perform its daily task smoothly and efficiently. Men campaigning found it a faithful companion; and now that they are entering civil life again, and more than ever regardful to turn out well-shaved and spic and span, this razor will be more desirable than ever. The Auto-Strop Safety Razor Company, Ltd., supply it in various convenient and



What a Man Likes.—The Auto Strop Safety Razor Company.

attractive forms, and application to them at 61, New Oxford Street, W.C., will secure an illustrated booklet. Men are specially pleased with this gift, whether at home or abroad.

[Continued overleaf.

AN ELEGANT SIDEBOARD AT HARRODS



The Sideboard comes second to none among the essentials of Dining-room Furnishings and should be selected with corresponding care. In Harrods Galleries you will find a most distinguished choice of Sideboards, some of modern design, and others reproductions of fine period pieces. Be advised to pay an early visit.

HARRODS Ltd — *Woodman Burbidge Managing Director* — **LONDON S W 1**

The Acknowledged Leader

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Hand-Made Cigarettes.

GRAND PRIX ROME 1911 — GRAND PRIX BUENOS AIRES 1910 — HAND MADE — GRAND PRIX PARIS 1914

PICCADILLY CIRCUS VIRGINIA CIGARETTES

The most perfect hand-made Virginia cigarettes ever produced.

25 for 1/8½

50 for 3/5 100 for 6/10

To be obtained of all High-class Tobacconists.

ALEXANDER BOGUSLAVSKY, Ltd., 55, Piccadilly, London, W. 1.

MODEL FUR COATS

MADE by our own Furriers from sound and reliable skins. The garment illustrated is a typical example of the value we are offering in our Fur Department.

HANDSOME MODEL FUR COAT, in fine quality Persian Lamb, with collar and cuffs of selected Natural Black Skunk.

This Coat can be copied in Seal dyed Musquash, and Sable dyed Kolinski.



No. 546.
PURE LINEN TABLE DAMASK.
Thistle Design. Fine Quality.

Cloths size:			
2	by 2 yards,	38/9	each
2	" 2½ "	45/9	"
2	" 3 "	55/-	"
2	" 3½ "	64/-	"
2	" 4 "	73/6	"
2½	" 2½ "	59/6	"
2½	" 3 "	72/-	"

Napkins to match.
27 by 27 inches, 55/- dozen.

MARSHALL & SNELGROVE LIMITED
VERE STREET AND OXFORD STREET
LONDON W 1

NOTE.—This Establishment is closed on Saturdays.



Smile—It's Worth While.

CHEERY THOUGHTS
:: AND ::
SWEET GOOD-WILL

These little folks are just the very thing to convey your good wishes and kind thoughts this Festive Season.



"Jack's the Boy."

The VALENTINE SERIES of

MABEL LUCIE ATTWELL CALENDARS

AND

MABEL LUCIE ATTWELL TOY BOOKS

IDEAL CHRISTMAS PRESENTS AND NEW YEAR GIFTS FOR EVERYONE.



"Little Mother."

You can have no idea from these sketches of the exquisite fantasy of the outline and colouring of these quaint little folks. Their charm is irresistible. MABEL LUCIE ATTWELL, whose fame as a delineator of children is world-wide, has excelled herself in their design.

Stocked Everywhere.—Ask to See Them.

CONSTRUCTED TO PACK EASILY FOR POST.

Calendars 1/- each. Toy Books 1/9 each.



"Little So-Shy."

VALENTINE & SONS, LTD.
Fine Art Publishers,
LONDON 19, IVY LANE, PATERNOSTER ROW.
DUNDEE WESTFIELD WORKS.

C. V. & S.



DAINTY DANCE FROCKS

Of exclusive design. Made in our own workrooms from rich quality materials and designed on the lines of the latest Paris models.

DANCE FROCK, with simple bodice of rich quality flowered gold or silver tissue, daintily finished with point and tassel. Full Vandyked skirt of silk net with under petticoat of fine lace. In black and a few good colours. Price

10½ Gns.

Cannot be sent upon approval.

LADIES' CHAMOIS LEATHER GLOVES.
Magpie sewn black, 2 pearl buttons. In white and natural. Guaranteed to wear and wash well.

NOTE.—This Establishment is closed on Saturdays.

Debenham & Freebody.
(DEBENHAM'S LIMITED)
Wigmore Street.
(Cavendish Square) London, W.1.

Famous for over a Century for Taste, for Quality, for Value

Christmas in the Shops—Continued.

A useful present to those coming home, those still on service, or friends wherever they are, is a Swan Fountain Pen. They are so easy to send through the post, and



A GIFT FOR A FRIEND.—Mabie, Todd and Co., Ltd.

they so surely suggest a think-of-me idea that they are specially suitable Christmas gifts. A variety of them can be seen at Mabie, Todd's, 79 to 80, High Holborn, or at any stationer's. Each pen is fully guaranteed, and the gold nib will be changed until the owner is suited. No more acceptable gift can be offered than a Manifold or a Posting Swan Fountpen. It is a willing servant and a steady friend, and so is greatly valued.

There are few things so reminiscent as perfume. A present of a familiar and a delicious perfume is, therefore, a subtle and a most acceptable compliment. "Wana-Ranee," the perfume of the Flower Island of Ceylon, is one that makes strong appeal because of its haunting Oriental character. It is one of the many successes of J. Grossmith and Son, Newgate Street; and such favour did it quickly attain that a series became necessary, following the scent scheme through the whole toilet—hair-lotion, toilet-water, face-powder, dental cream, soap, cachous, sachets, brilliantine, and bath-crystals.



A DELIGHTFUL PRESENT.
J. Grossmith.

All agree that nothing is more indispensable for a healthy, bright, sweet home than that champion cleanser and germ-chaser, Scrubbs Cloudy Ammonia. Therefore has it a place in our Christmas preparations, for Christmas is a real Home Festival, this year more than ever. The joy of men who have been far worse than homeless through over four years over a bright, clean, British one can hardly be imagined.

Necessaries have been most acceptable gifts since war began, and continue to be so. No more welcome Christmas gift could be sent than a parcel of United Kingdom Tea Company's tea, coffee, or cocoa. Restrictions as to tea quantities are now raised; they still obtain as to registration. This company's delicious tea is always received with enthusiasm. Parcels of all sizes are sent; and the secretary of the company, at 1, Paul Street, E.C. 4, will gladly send any information as to prices, postage, and regulations.

A pearl necklet is an ideal gift to a girl at any time; specially is it so this Christmas, for the pearl typifies peace and purity. A Ciro pearl necklet complete in a case for a guinea is a wonderful thing, because it compares with the finest pearls of the Orient, and equals them in sheen, colour, weight, and beauty. It is, of course, possible to pay more for such pearls, but no one but the payee will derive any satisfaction from that fact. He or she will feel the reverse of satisfaction when they find a Ciro necklet appreciated equally to a real one for which they have paid five, or it may be ten, times as much. Ciro pearls mounted as rings or ear-rings with platine, costing always just one guinea, also make lovely gifts. Of their popularity with the recipients no givers need be in doubt.



WHAT EVERY WOMAN LIKES:
A CIRO PEARL NECKLET.

For variety and value in Christmas presents Messrs. S. Smith and Son, of Trafalgar Square and 68, Piccadilly, W., have earned a widespread reputation, and add to it year by year; for, owing to their large pre-war stocks, there has been little difference in their prices of leather, silver, and plated goods during the four years and ninety-nine days of the terrific struggle. There are watches in great variety, for wrist and pocket, from 30s. to £250; there are many and most beautiful rings, and these are very favourite Christmas gifts; pendants, brooches—including badge-brooches, more popular than ever now that our Army, Navy, and Air Service have won out; pigskin cigarette-cases, Treasury-note cases, purses, and photo-cases — all make delightful presents. The Allied Watch-Wristlet is a speciality of the firm which assures its own welcome everywhere. Dust and damp proof, and fitted with unbreakable glass, it costs £5 5s.; or, with hinged case, £3 3s. Prices throughout are surprisingly moderate.



A GIFT FOR ALL:
THE ALLIES' WRISTLET WATCH.
S. Smith and Son.

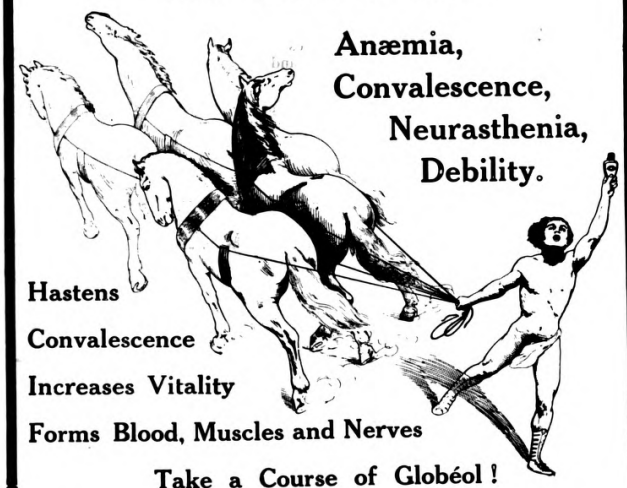
To deserve and obtain real deep-seated gratitude for a Christmas gift, thought must be expended upon it. Few things have been so deeply and carefully thought out as the rest-chairs of Messrs. J. Foot and Son, 171, New Bond Street, W.1. The "Burlington" chair, which is here illustrated, is the last word in comfort and convenience. It can be adjusted by the merest touch of its occupant to any change in position. It is a marvel of ease from the soft, elastic springs used and the excellent upholstering. Gratitude will be felt to all who give such a rest-chair as a Christmas present.



FOR EASE AND COMFORT AT CHRISTMAS: THE BURLINGTON CHAIR.
J. Foot and Son.

GLOBÉOL

The Ideal Tonic.



Anæmia,
Convalescence,
Neurasthenia,
Debility.

Hastens Convalescence

Increases Vitality

Forms Blood, Muscles and Nerves

Take a Course of Globéol!

Medical Opinion:

"I can state positively that Globéol considerably curtails the period of convalescence. Generally speaking, it may be said to represent the standard specific for all diseases due to poverty of blood. It is a first-class **tonic**, and, unlike other agents of this nature, its action is constant. This is why we prescribe Globéol to a great number of our patients, inasmuch as this medicament presents no contra-indication, and is an effective means of combating poorness of blood."

Dr. ETIENNE CRUCÉANU, late "Interne" of Paris Hospitals.

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THEY STARVE —and WONDER

The Children of Belgium need immediate assistance.

AMONG all the nations battling for the great cause of humanity none has suffered more terribly than our gallant ally Belgium. Throughout the four long years during which their country has been overrun and wantonly devastated by the enemy, the plight of her people—men, women and children—has been almost indescribable.

No words can ever express the gratitude the world owes to that brave race who, in 1914, when the whole of civilisation was at stake, were the first to hurl themselves fearlessly into the breach, and by so doing lost everything save their soul.

How All can Help.

One of the greatest anxieties throughout these terrible days is the welfare of the young children of Belgium. To keep them from literal starvation the "Working Men's Belgian Fund" were appointed delegates for a children's fund under the presidency of H.S.H. Princess A. de Ligne. This branch sends sick and debilitated children from Belgium to various hostels established by the Fund in Holland, where they are fed, clothed, and medically cared for until restored to health.

To carry on this most necessary work funds are urgently needed, and all subscriptions and donations will be most gratefully received. Remittances should be addressed to the Hon. Treasurer,

BELGIAN CHILDREN'S FUND,

c/o "WORKING MEN'S BELGIAN FUND,"

Working under the patronage of H.E. the Belgian Minister, Em. Vandervelde, and registered under the War Charities Act, 1916.

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"I must apologise for being late. Both laces broke and not another in the house."
Hostess: "Why don't you ask always for **Hurculaces?**"

Hurculaces
GUARANTEED BRITISH MAKE

Hurculaces are the ideal laces for boots or shoes.

The smarter the footwear the more imperative the use of HURCULACES, for it is not in appearance only that they excel—they prove their value in actual wear.

Supplies are rationed, so if you cannot obtain at once ask for a supply to be reserved for you; they are well worth waiting for.

Stocked by high-class Drapers, Outfitters, and Bootmakers.
Manufacturers: Faire Bros & Co., Ltd., Leicester.



Princess Eugenie Cristoforos-Palœologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states: "I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brilliantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims's Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

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The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.

THE TATCHO HAIR HEALTH BRUSH FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, has set aside for trial purposes 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes, the latest scientific achievement in hair-brush construction. The cost of this unique brush is 5/6, but one will be sent free when six bottles of Tatcho are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that this preparation is made according to the formula recommended by me."

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Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere.
1/3 *and* **4/6.**

THE CHRONICLE OF THE CAR.

The Cost of the Post-War Car.

The *Autocar*, in its current issue, has gone into a close analysis of the probable cost of cars after the war, and sets forth some very interesting conclusions. It is pointed out that many people, basing their ideas on the great strides made during the war in manufacturing efficiency, have it in their minds that cars will be produced at something lower than the costs of the pre-war period. The first conclusion arrived at is that the price of cars will unquestionably be higher, measured in pounds sterling, than it was, and will continue so for a greater or less period. Taking a typical case, which the *Autocar* has investigated, it premises that the cost of labour has gone up 41 per cent., and of material 58 per cent. What are known as "on" costs, or establishment charges, were in this case 120 per cent. of the cost of productive labour in 1914, whereas they are now 166 per cent. In 1914 the costs of the complete car were as follows: Labour, £104; material, £224; "on" costs (120 per cent. on labour), £124 16s.; total, £452 16s. The 1918 costs of the similar car work out as follows: Labour (41 per cent. up), £146 12s. 9d.; material (58 per cent. up), £353 18s. 6d.; "on" costs (166 per cent. on labour), £243 7s.; total, £743 18s. 3d.

The difference in past and present cost thus works out at £291 2s. 3d. Now, to what extent can we expect these costs to be reduced under immediate post-war conditions? Labour clearly will not cost less for some time, and it is very doubtful if it will ever fall to the old level of wages. The same applies to the cost of material. There may be slight reductions in a few directions, but mainly the fall in prices must be very gradual, and in no case will the old level ever be reached again. In the case of the "on" costs, the increase appears to have been due mainly to the fact that the manufacturers have been working under conditions which precluded them from taking full advantage of the whole of their facilities, so that here it is possible that the figure may again fall to 120 per cent. Personally, though I do not know the factory which supplies the example, I should say that improved methods all round should enable a reduction to be made which will bring the figure even lower. However, we will follow the *Autocar* in its summary of the situation. Allowing that labour and material costs do in fact show a slight drop, we get the following figures: Labour (40 per cent. up), £145 12s.; material (50 per cent. up), £330; "on" costs (120 per cent. on labour),

(*Continued overleaf.*



ADDRESSING B.S.A. WOMEN WORKERS: THE LADY MAYORESS OF BIRMINGHAM.

Miss Mary Anderson (seen on the left of the Chair) visited recently the women workers in the factories of the Birmingham Small Arms Company, at Birmingham, and addressed them on "Woman War-Workers and their Work during and after the War." Her address was greeted with much applause. The Lady Mayoress of Birmingham is seen speaking.

NEVER MORE NEEDED THAN NOW.

The many Branches of War-Work maintained by the

CHURCH ARMY WAR FUNDS

(Registered under the War Charities Act, 1916)

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800 RECREATION HUTS, TENTS, AND CENTRES

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THOSE who have responded to the country's call for men of good will to serve in ways to which they are not accustomed know the strain of the unusual fatigue.

The special constable who has perhaps never in his life stood for four hours at a time in the night in one spot or patrolled a small beat, is tiring an entirely new set of muscles, while the strain of vigilant attention tells severely on his nerves.

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The healthy head of hair is nourished by a certain natural oil. Failure of this is responsible for harsh, dry, brittle, thin, grey, falling hair.

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closely resembles the natural oil of the skin, and its regular use rapidly promotes a fine, thick profusion of

HEALTHY HAIR:

because it nourishes the starved roots and cells just as an abundant Nature would do had she not, for various reasons, failed in her functions.

Gold Tint for Fair Hair. Sold by Stores and Chemists in 3s. 6d., 7s., and 10s. 6d. sizes. Or from Rowland's, 67, Hatton Garden, London



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Read this extract from the "Commercial Motor," 8th March:

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A Woman's Worries

By ESTELLE.

IT was a charming garden in which to spend a brief holiday. Michaelmas daisies and late roses steeped themselves in the autumn sunshine, and a robin's song sounded in the apple-tree. The clamour of the munition factory seemed very far away.

A quarter of an hour passed drowsily. I woke to find Isabel, looking cool and delicious in a white frock, standing beside me.

"You pretty creature," I said, "sit down and let me have a look at you. You can't think what a joy it is to see you looking so sweet and nice. One cannot preserve their appearance in a shell-factory."

"I am not so sure," said Isabel. "Certainly T.N.T. and things must be rather distressing, but that is not the only work that is telling on the looks of our sex, my dear. Most girls who are on the land, or motor-driving, get dreadfully sunburnt, and the hair of many V.A.D.'s is a thing to weep over. Always wearing a veil ruins one's hair."

"Always wearing a cap at the factory is certainly spoiling mine," I said ruefully. "I was never a beauty, but I had rather decent hair. Now it 's getting very grey and thin, and I simply haven't the time to wave it and make it look respectable."

Isabel stared at me in charming dismay. "Dreadful," she exclaimed, shaking her head so that the sun glinted on her own rippling, burnished hair. "This is, indeed, a minor horror of the war. I do hope women will not sacrifice their charm as well as everything else in doing their bit. There is no necessity for anything of the kind, and if you will let me talk without interruption for about ten minutes, I think I can show you that usefulness and ugliness are by no means inseparable."

She leant back in her chair, and as she spoke, I noted the clear whiteness of her skin, the beauty of her hands and nails, the long dark lashes that gave shadowy charm to her eyes and contrasted so well with her fair, wavy hair.

"This war," she began, "is making us find out what is essential and what isn't. We have wasted time, and we 've got to work doubly hard to make up for it; that is why you and I have spent five hours to-day in thinning out turnips, instead of lounging in cultured ease. Nevertheless I keep a thick hedge round my kitchen garden, and a few beds filled with flowers and not with onions, because when Jack comes back, he likes to see this place looking as he remembers it. Also I like to look as nice as possible without spending much, because he appreciates it. Last time he came back"—she smiled rather shyly—"he said I looked 'worth fighting for!'"

"You do," I interposed heartily.

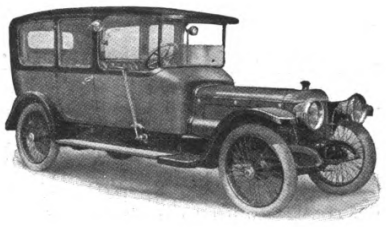
"Well," she resumed, "hard work is certainly bad for one's appearance, and women are realising, to their dismay, that the pre-war methods of soap-and-water followed by a dabbing with some cheap face cream, and an application of powder—methods which sufficed when one led an easy, sheltered life—are not enough to counteract the real strain put upon the skin by strenuous outdoor work. That kind of thing will not prevent you from burning and chafing when you are out all day in strong sun or wind. I have suffered agonies myself from 'freely applying' a so-called 'soothing and healing' cream to an already smarting skin. However, I am free of all complexion worries now. When I first took up gardening I got dreadfully sunburnt. I cured it by using mercolised wax; even our village chemist sells the blessed stuff. I cover my face and neck with a thin layer of the wax, which absorbs the old skin invisibly and painlessly, leaving the fresh new skin exposed. It 's only hastening Nature's way, of course.

"I used to think powder was indispensable. But the extravagance and waste involved in using powder made me think. Now I use a simple but very effective home-made lotion of cleminite and water that gives the bloom of powder, and *remains all day*. Think of the joy of not having to worry perpetually as to whether one's nose is shiny or not. Moreover, cleminite is good for the skin, and is a marvellous protection against all weather."

"Your skin is lovely enough," I said, "though I 'm afraid nothing would improve mine. I wonder, though, if you could recommend something for my hair?"

"I can," said she, "but I wish you 'd try my complexion treatment first. As to your hair, this is my suggestion: Come round to the chemist after tea and we 'll get some stallax. I 'm running out of supplies, so if you like, I 'll split an original packet with you, and you can try it. Before you shampoo your hair with it, rub a little olive oil into your scalp, as washing always dries the hair. Stallax is by far the best shampoo I know. Then I 'll make you up a tonic—no, it 's no secret—just boranium and bay-rum. As to waving, hot irons have most *disastrous* effect; besides, those hard, regular waves they put in at hairdressers' aren't really becoming to anyone. Silmerine is a very pleasant liquid, and you can regulate the waves so as to suit your features. I myself prefer a slight ripple, and I get it by damping my hair with silmerine, and leaving a slide in. There, what do you think of me as a beauty specialist?" she ended, laughing. "Here 's tea, so let 's turn to brighter subjects."

"I guess I 'll try some of your notions," I said, as we were having tea in the garden.



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THE Daimler is pre-eminent among motor carriages for its lasting qualities. Apart from the scientific selection of the finest materials and micrometrical accuracy in workmanship, the Daimler embodies in its wonderful sleeve-valve engine principles which have enabled it to establish records which have never been challenged. Power, silence, flexibility and reliability are inherent in the Daimler, and after long years of service these qualities are unimpaired.

The delight of anticipation will be yours from the time you decide on the Daimler as your after-war car.

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Lotus

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Synthetic, a substitute for sole leather, is a very hard-wearing and non-slipping material, yet is flexible, feeling something like a cushion, and is almost silent in wear.

It is such a good and thoroughly satisfactory substitute for sole leather that Lotus Ltd are not only supplying it for repairs but are also using it for making new boots.

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In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : , towards the funds of your Association.

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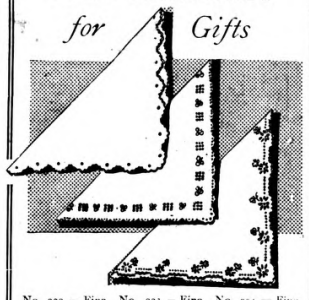
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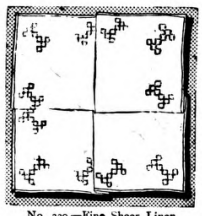
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Continued.]

£174 14s. 5d.; total, £656 6s. 5d. Even then the cost of the car is £200 above the pre-war figure.

The Exchange Value Lower.

The *Autocar*, after traversing the whole question of price at considerable length, proceeds to point out that, even though cost will be high in pounds sterling, the car will really be a cheaper product on an exchange basis than it was before the war. The reason for this is that the pound sterling will not have the same purchasing value. In the case of what we may call material exchange, the example can be taken of the man who makes cheese. Before the war, let us say he received 10d. per pound for his cheese. If he bought a £500 car, it is clear that he would be exchanging 12,000 lb. of cheese for his car. Now, taking the post-war cost of the same car to be £650 and the price of his cheese at 1s. 8d. per pound, he would only be giving 7800 lb. of cheese for it. *Ergo*, his car really has cost him less than it did before the war.

Again, taking the case of the man who exchanges brains and time for money, wages and salaries have increased by approximately 50 per cent. all round, so that the man who received £1000 a year for his time should now be receiving £1500. Therefore, he exchanged six months of his time for his £500 car in 1914, whereas, on the £650 price basis, he has only to work for 5⅔ months in exchange for his car. Summing up a very interesting series of arguments, the *Autocar* arrives at these conclusions—

"(1) The price of the early post-war car in pounds sterling must be materially higher than the price of the corresponding pre-war car.

"(2) The price in pounds sterling will gradually decrease until the old level is reached, and finally will drop below that level, but this process must take five or more years to complete.

"(3) Even though the price of the early post-war car in pounds sterling may happen to be high, the post-war car will, in fact, be cheaper than the pre-war car from the very first, because, if the transaction is viewed as an exchange of commodities, the advantages, as against the old state of affairs, are in practically every instance on the side of the purchaser."

Petrol Restrictions—Further Concession.

The Automobile Association is informed by the Petrol Controller that the concession recently announced, permitting petrol licence holders on and after Dec. 1 to use their vehicles of any type for all purposes within a radius of thirty miles of the place of residence or business of such licence-holders, will apply to motorists who do not hold current petrol licences.

Petrol properly obtained and stored under old licences can be used in accordance with the new arrangements; but in those cases where petrol has not been obtained under licence it will be necessary to inform the Petrol Control Department how the fuel was obtained. If the information given is satisfactory, the Controller will issue a special permit authorising such unlicensed petrol to be consumed. The Automobile Association will assist motorists in obtaining such permits. W. W.

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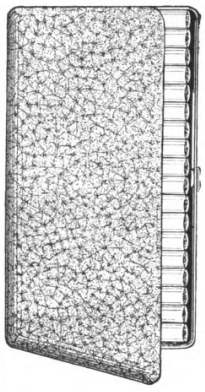
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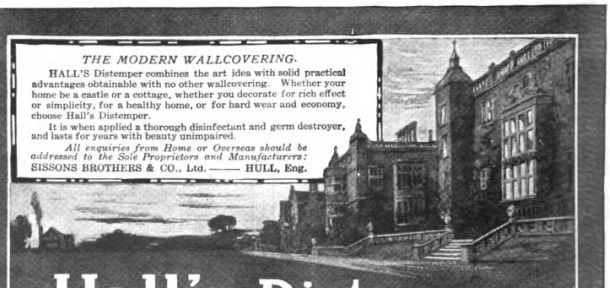
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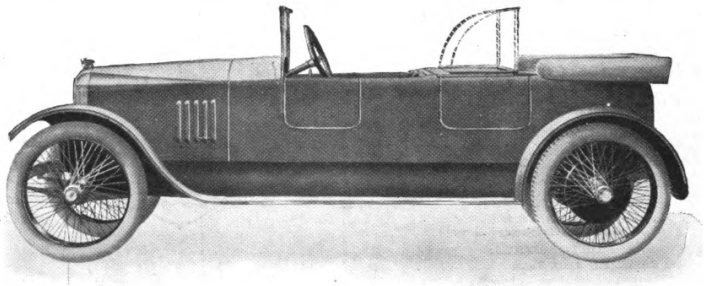
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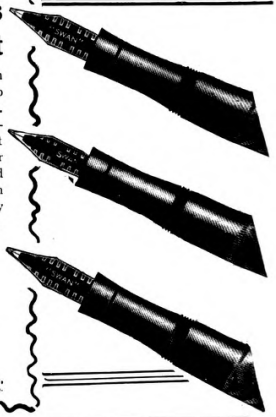
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For XMAS 1918

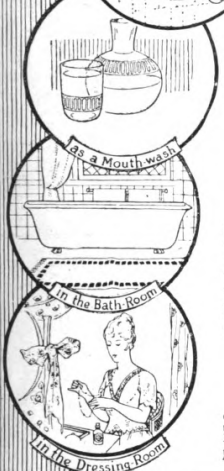




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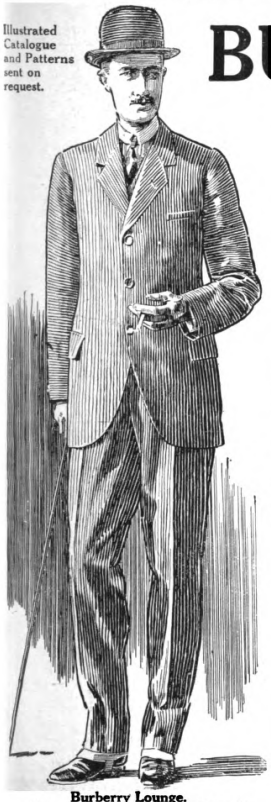
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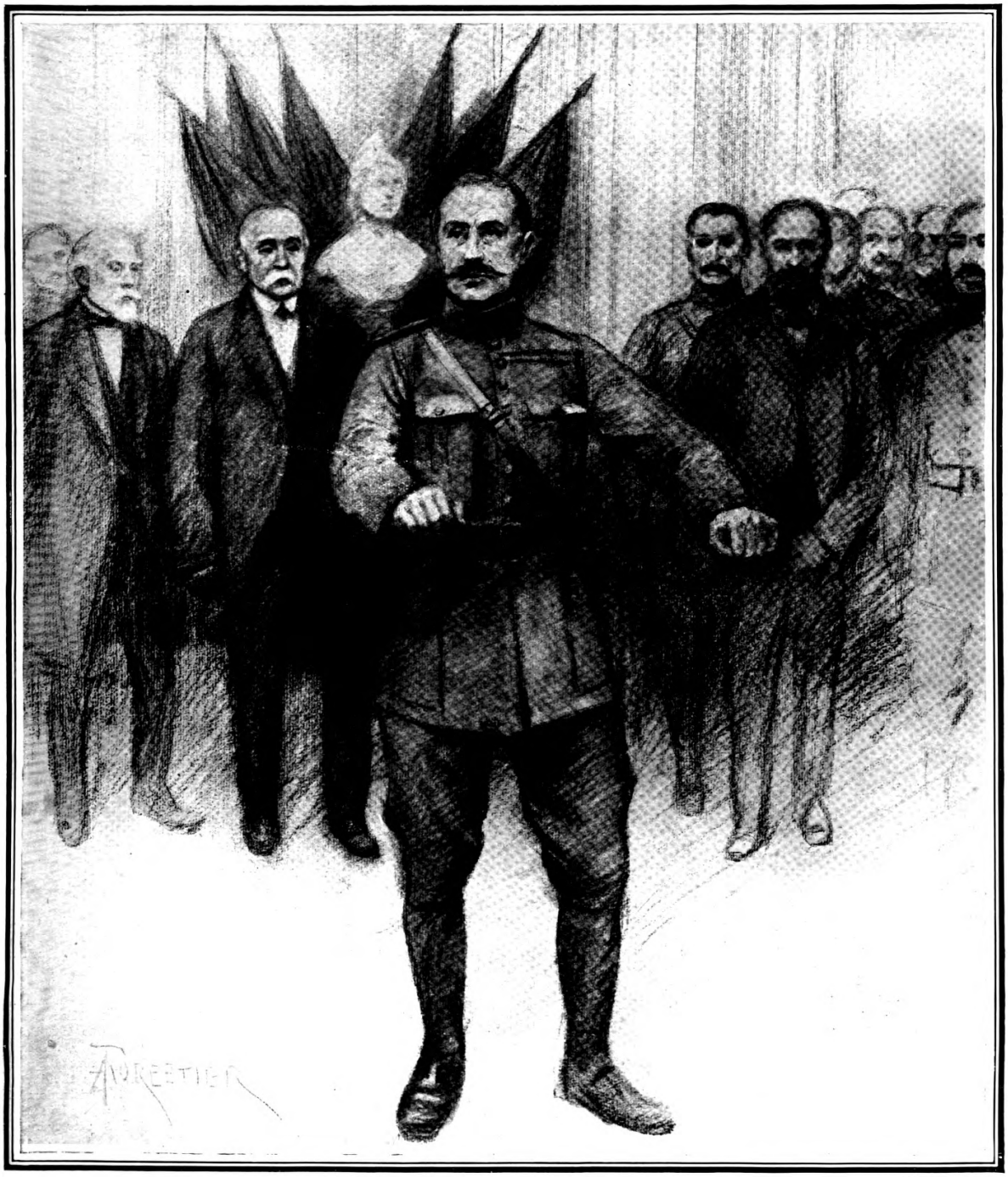
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4155. VOL. CLIII SATURDAY, DECEMBER 7, 1918. ONE SHILLING.

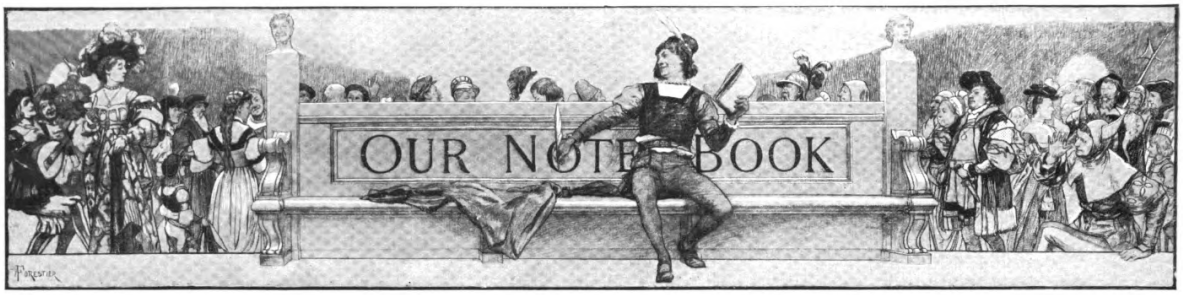
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"AND SO WE STARTED AFRESH": MARSHAL FOCH SPEAKING AT THE RECEPTION IN HONOUR OF M. CLEMENCEAU AND HIMSELF AT THE FRENCH EMBASSY IN LONDON.

The words quoted above were those which evoked the greatest outburst of applause during the speech which Marshal Foch made at the French Embassy on December 2, when the French Ambassador, M. Paul Cambon, gave a reception for the French colony in London to meet the Marshal and the French Premier, M. Clemenceau. Speaking of the German offensive last spring, Marshal Foch said: "We agreed to this—'First we shall stop them at all costs. . . . We succeeded. There is nothing like the simple for success. We then made up our accounts. . . . We said: 'We shall recuperate and make a fresh start. And so we started afresh. . . . Our offensive more and more developed . . and was about to increase still more in force when the enemy stopped us by requesting an armistice."

DRAWN BY OUR SPECIAL ARTIST, A. FORESTIER. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

A PRUSSIAN General proclaimed the very Prussian maxim, in the middle of the sack of Belgium: "Victory will efface all." The maxim seems to be changed to-day to "Defeat will efface all." The two statements really involve the same idea, and have the same motive. It is the idea of irresponsibility through a change of identity. Teutonic Imperialism, even in its triumphs, had always the fundamental idea of forgetfulness. It was always commanding the Pole to forget Poland; the Bohemian to forget Bohemia; the men of Lorraine to forget that they were French; the men of Schleswig to forget that they were Danish. It always held that history was fluid, and had taken new forms; that all landmarks and lines of distinction would be washed out by the wave of the world. Upon this question the two sides in the Great War stood opposed more clearly than on any other. It was the whole claim of Rome and Gaul and Britain that there was something imperishable and, indeed, irrevocable about their creations, and even their crimes. It was the whole claim of the Teutonic tribal empires that the last success would efface everything. This is the profound sense in which it was always true to say that Prussia was atheistic; it held that the cosmos has no conscience because it has no memory. It is always looking for what it would call a new world; as some primeval vision of the ancient slime might be called a new world.



ITALIAN, FRENCH, AND BRITISH STATESMEN MEET AT CHARING CROSS: (L. TO R.) SIGNOR ORLANDO, MR. BONAR LAW, M. CLEMENCEAU, LORD CURZON, MR. LLOYD GEORGE, AND BARON SONNINO.

Italy's distinguished political leaders, Signor Orlando (Premier) and Baron Sonnino (Foreign Minister), arrived at Charing Cross on Sunday, December 1, by the same train which brought Marshal Foch and M. Clemenceau, the veteran Premier of France. Among those who welcomed them on the platform were Mr. Lloyd George, Mr. Bonar Law, Lord Curzon, Lord Milner, and Sir Eric Geddes. Signor Orlando and Baron Sonnino drove to the Italian Embassy, where large crowds assembled to cheer their arrival.—[*Photograph by C.N.*]

But the Allies stand for an opposite and better principle, not only for Europe, but for Germany. And it is clear that not only in Europe, but even in Germany, the more historic idea for which they stand is again beginning to raise its head. It is not so much the revolt of a New Germany, as the return of an Old Germany—or, rather (and that is the point) of the Old Germanies. What we call the modern world is a more ancient world than we thought; and its simplicities will survive its complexities. Men care more for the rag that is called a flag than for the rag that is called a newspaper. Men care more for Rome, Paris, Prague, Warsaw, than for the international railways connecting these towns; or for the international relations that are often as cold, as mechanical, and as dead as the rails. Nobody has any such ecstatic regard for the mere relations of different peoples to each other, as one would gather from the rhetoric of idealistic internationalism. It is, indeed, desirable that the peoples should remain at peace with each other; it would be desirable that the men should love each other; but always with the recognition of the identity of other peoples and other men. Now, too much of cosmopolitan culture is a mere praise of machinery. It turns ultimately upon the point that a telegram can be sent from one end of the earth to the other, irrespective of what is in the telegram; that a man can talk on the telephone from China to Peru, irrespective of whether he talks Chinese metaphysics or Chinese morals.

Mr. H. G. Wells recently delivered another of his thoughtful and suggestive lectures about the League of Nations. I hesitate to discuss it in detail, because what I saw was obviously only a hasty report which might do him injustice, and lead me to do him injustice also. As I have often explained here, I am quite willing to accept the ideal of a League of Nations if it is really a League of Nations; that is, a league of free nations. I accept it if it means that States should be leagued as England is now leagued with France; but not if it means they are to be leagued as Saxony was leagued with Würtemberg, or as Bohemia was leagued with Austrian Poland until that day of deliverance that we have lived to see. Which of these two ideas is Mr. Wells' idea, I have never been quite certain; but in the remarks which I have seen reported, he seems to have used two phrases which have a very interesting connection, however he himself connected them. One was the statement that a Foreign Office tended too much to the use of the backstairs; with which I quite agree. The other was the statement that we ought to "pool" all our Foreign Offices. With this I not only do not agree, but I do not quite see why he should agree. Secret diplomacy really has been too secret; roughly, because the diplomatists have been too few and too far off. I cannot see how this is mended by making the diplomatists even fewer, and even farther off. And that must surely be the result of concentrating all offices in one great cosmopolitan office. I cannot see why that central office should not have a complete labyrinth of backstairs. And anybody who knows anything of cosmopolitan types and tendencies will feel tolerably certain that it would. Our experience of international intrigues during the war will surely be enough to show us that the most secret of all secret diplomacy is that which is not even officially diplomatic. The relations of Kühlmann and Trotsky were much more obscure and elusive than the relations of Hollweg and Sazonoff. There is more mystification and controversy about the career of Mr. Morel than about the career of Mr. Gerard.

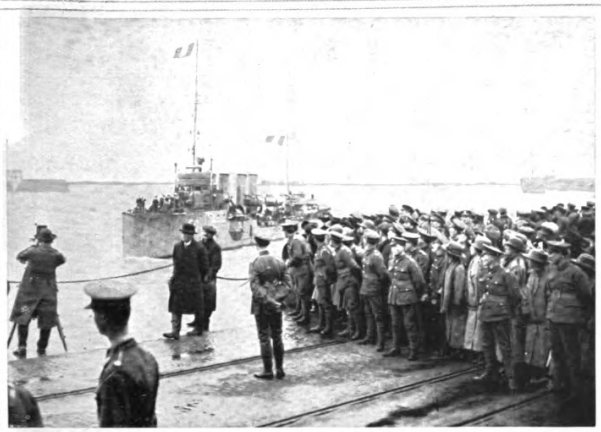
I cannot see why we should have a sharper popular check on such private diplomacy because it was removed far from all our popular tests and traditions. If we cannot collar the conspirator when he comes down the backstairs in Downing Street, why are we certain to trip him up if he transacts all his business on some neutral spot like the North Pole? The truth is, of course, that Government always becomes less popular in proportion as it becomes less local. The perfect democracy is a parish democracy; and though there are, doubtless, defects in this type of community, there are far greater dangers in departing from it too far. The intermediary type which for Europeans seems to be normal, is the type that is national. It is clear, at any rate, that the Europeans do return to it when much larger schemes have been laid in ruins. That is why we have seen the triumph of the real Bohemian of the fields and forests over the sham Bohemian of the clubs and cliques. That is why, in comparing the pro-Ally Pole who is a Pole with the pro-German Pole who is a Jew, we can say, without unpardonable levity, that they are as far asunder as the Poles. It is the day of the return of real things. It is Christendom of the nations that returns, and may truly be said to be terrible as an army with banners; for every banner has its separate blazonry.

"THE ILLUSTRATED LONDON NEWS" CHRISTMAS NUMBER.

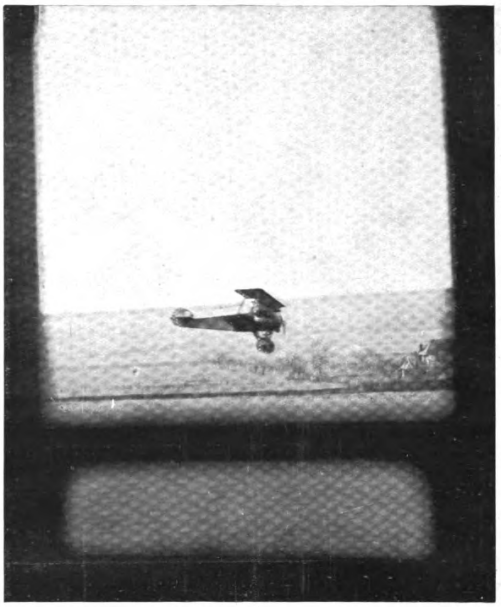
"The Illustrated London News" Christmas Number is Now on Sale. It contains a Complete Oriental Mystery Novel by Sax Rohmer, entitled "The Golden Scorpion." The splendid Coloured Picture is entitled "A Rose for Remembrance." In the Number also are pictures by famous artists. The whole of the issue is in Photogravure. The Number, which is priced at Two Shillings, can be obtained in the usual way at all Booksellers' and Newsagents'.

ENGLAND'S WELCOME TO MARSHAL FOCH: IN DOVER AND LONDON.

PHOTOGRAPHS BY SPORT AND GENERAL AND C.N.



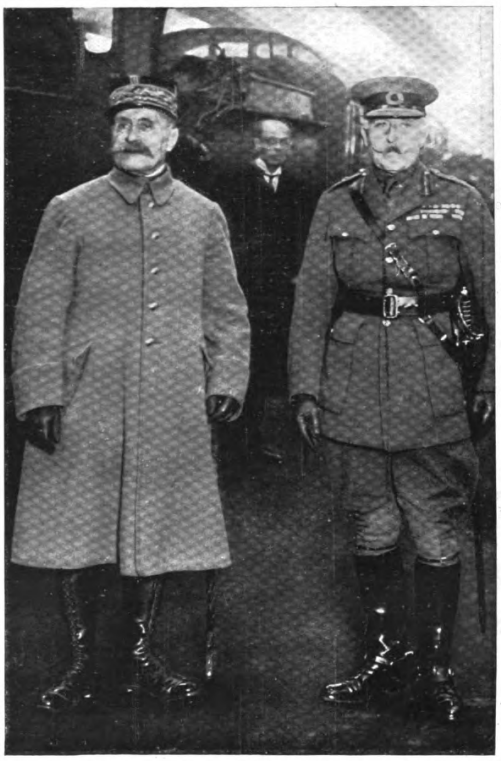
WITH MARSHAL FOCH AND M. CLEMENCEAU ON BOARD: THE FRENCH DESTROYER "FRANÇOIS GARNIER" ENTERING DOVER HARBOUR.



THEIR AERIAL ESCORT BETWEEN DOVER AND LONDON: AN AEROPLANE SEEN FROM A WINDOW OF THE TRAIN.



LEAVING CHARING CROSS STATION: MARSHAL FOCH IN A CARRIAGE WITH THE DUKE OF CONNAUGHT.





INSPECTING THE GUARD OF HONOUR (OF THE BUFFS) AT THE ADMIRALTY PIER, DOVER: M. CLEMENCEAU AND MARSHAL FOCH.

AT CHARING CROSS: MARSHAL FOCH (LEFT) WITH THE DUKE OF CONNAUGHT (REPRESENTING THE KING).

London welcomed with tremendous enthusiasm the great soldier whose genius brought victory on the Western Front, and the veteran statesman who has guided France with such indomitable spirit. Marshal Foch and M. Clemenceau crossed from Boulogne to Dover on Sunday, December 1, and came on by train to London. The guard of honour at Dover was provided by a detachment of the Buffs, of whom 88 out of the 100 men forming the guard had been wounded in the war. At Charing Cross the visitors were welcomed by the Duke of Connaught in the name of the King, who was, of course, absent in France, where shortly before he had conferred on Marshal Foch the Order of Merit. Great crowds had gathered in the streets, and raised a huge shout of welcome as Marshal Foch drove by to Claridge's Hotel, and M. Clemenceau to the French Embassy. By the same train arrived the two distinguished Italian statesmen, Signor Orlando and Baron Sonnino, who are seen in the group on our "Note Book" page.

"A UNION OF HEARTS": THE KING'S GREAT WELCOME IN PARIS.

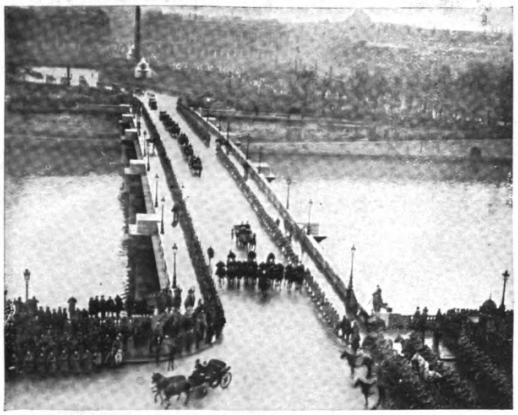
PHOTOGRAPHS BY ROL, TOPICAL, ILLUSTRATIONS BUREAU, NEWS ILLUSTRATIONS, AND C.N.



WITH THE ARC DE TRIOMPHE IN THE BACKGROUND: THE PROCESSION PASSING DOWN THE CHAMPS ELYSÉES.



A ROYAL SMILE AND A PRESIDENTIAL SALUTATION: THE KING AND M. POINCARÉ.



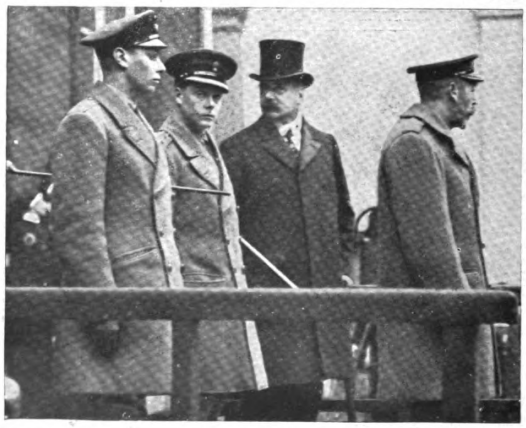
AT THE PONT DE LA CONCORDE: THE CARRIAGE CONTAINING THE KING AND THE PRESIDENT IN THE FOREGROUND.



THE KING'S SONS IN THE PROCESSION: THE PRINCE OF WALES AND PRINCE ALBERT SALUTING THE PARISIANS.



ACKNOWLEDGING THE GREETINGS OF PARIS: THE KING (SALUTING) WITH PRESIDENT POINCARÉ.



WATCHING A MARCH-PAST OF TROOPS: (L. TO R.) PRINCE ALBERT, THE PRINCE OF WALES, LORD DERBY, AND THE KING.

King George received a wonderful welcome on his recent visit to Paris. Accompanied by the Prince of Wales and Prince Albert, he arrived by train at the Bois de Boulogne station, where he was met by M. Poincaré, the genial President of the French Republic. The party then drove to the Ministry of Foreign Affairs by way of the Avenue du Bois de Boulogne, the Arc de Triomphe, the Champs Elysées (along which were ranged some 2000 captured German guns), and the Place de la Concorde. The King and the President were in the first carriage; in the second were the two Princes with two French Generals; while the third contained M. Clemenceau, Lord Derby, M. Pichon, and General Mordacq. Parisians had gathered in their thousands, despite the rain, and greeted the King with boundless enthusiasm. His Majesty later drove to the Elysée Palace. In the afternoon he went to the British Embassy, and the two Princes visited the British Army and Navy League Club.

NO LONGER A MENACE TO ENGLAND: ANTWERP—THE ROYAL ENTRY.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



LIBERATORS OF THEIR COUNTRY: BELGIAN TROOPS MARCHING THROUGH ANTWERP ON THE DAY OF KING ALBERT'S ENTRY.

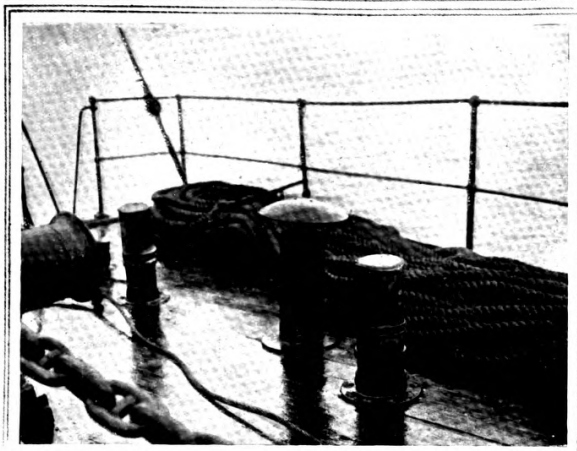


KING ALBERT'S ARRIVAL AT THE HÔTEL DE VILLE: THE ENTHUSIASTIC CROWD IN THE GRANDE PLACE.

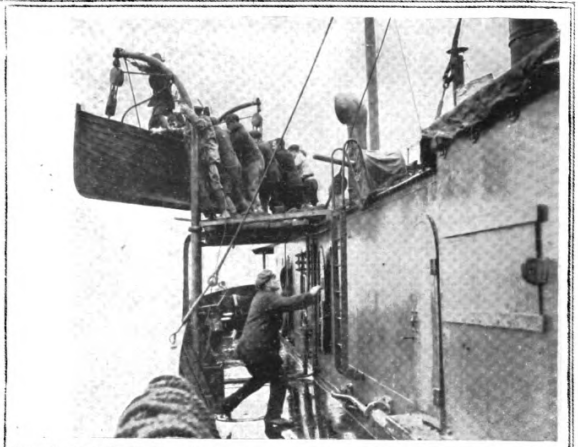
Napoleon said that Antwerp in an enemy's possession would be "a pistol held at England's heart." Since the Germans have been driven out, that is no longer the case. The King and Queen of the Belgians made their entry into the city on November 19, and were welcomed by the people with a joy that knew no bounds. On November 20 Mr. Philip Gibbs wrote: "The King and Queen came in motor-cars behind a cavalry escort. Their cars were laden with flowers which had been given them on the steps of the Hôtel de Ville, where the sun glinted on the gold work of that masterpiece of the Flemish guilds. . . . The march-past of the Belgian troops who had fought in later battles at Dixmude and at Pervyse, on the mud-banks of the Yser and at Merckem a month or two ago, was a stirring thing to see to people who had been waiting for them to come into this city again after four long years. . . . These men who marched through Antwerp had lived to see the liberation of their country."

A "Q" BOAT IN THE THAMES: MYSTERIES OF H.M.S. "SUFFOLK COAST."

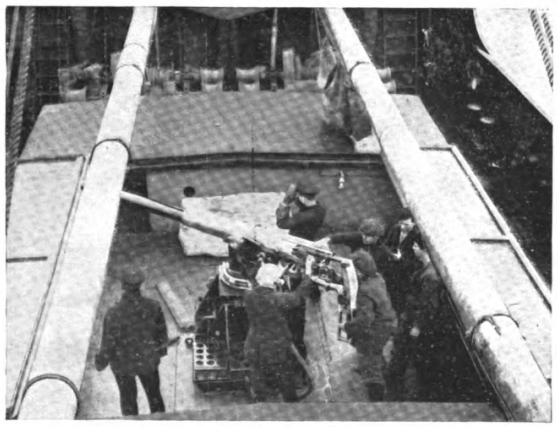
PHOTOGRAPHS BY SPORT AND GENERAL, AND FARRINGDON PHOTO CO.



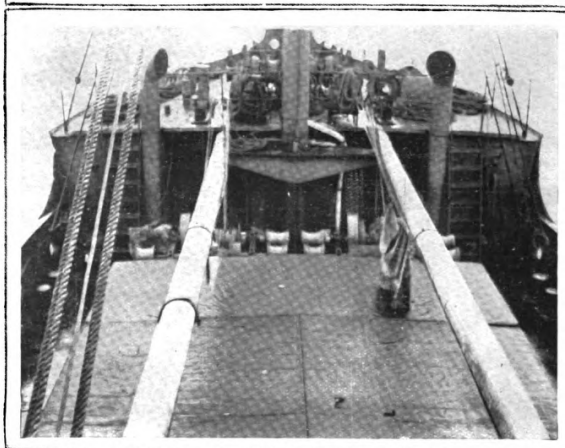
CONCEALING A PERISCOPE FOR THE CAPTAIN'S USE BELOW: A DUMMY BOGIE FUNNEL IN THE FORECASTLE HEAD.



HOW A "PANIC PARTY" GOES TO WORK: PREPARING TO ABANDON SHIP WHILE GUNNERS STAND TO THEIR GUNS.



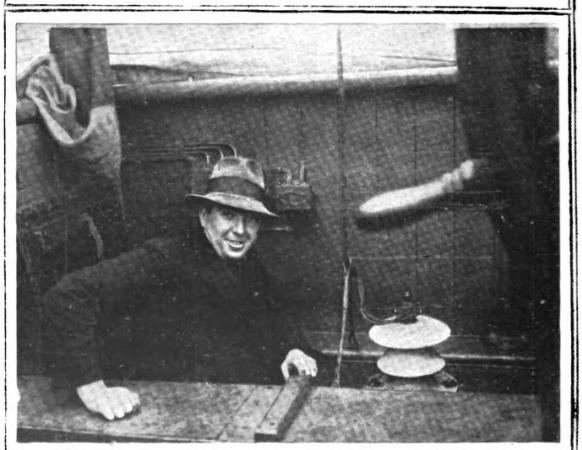
SHOWING A CONCEALED BIG GUN, AND ITS CREW IN ACTION: THE FORWARD HATCH OPENED.



HIDING A BIG GUN READY FOR ACTION UNDERNEATH: THE FORWARD HATCH CLOSED.



MEN WHO HAVE NEARLY ALL SERVED IN THREE OTHER "Q" BOATS: THE CREW OF THE "SUFFOLK COAST."

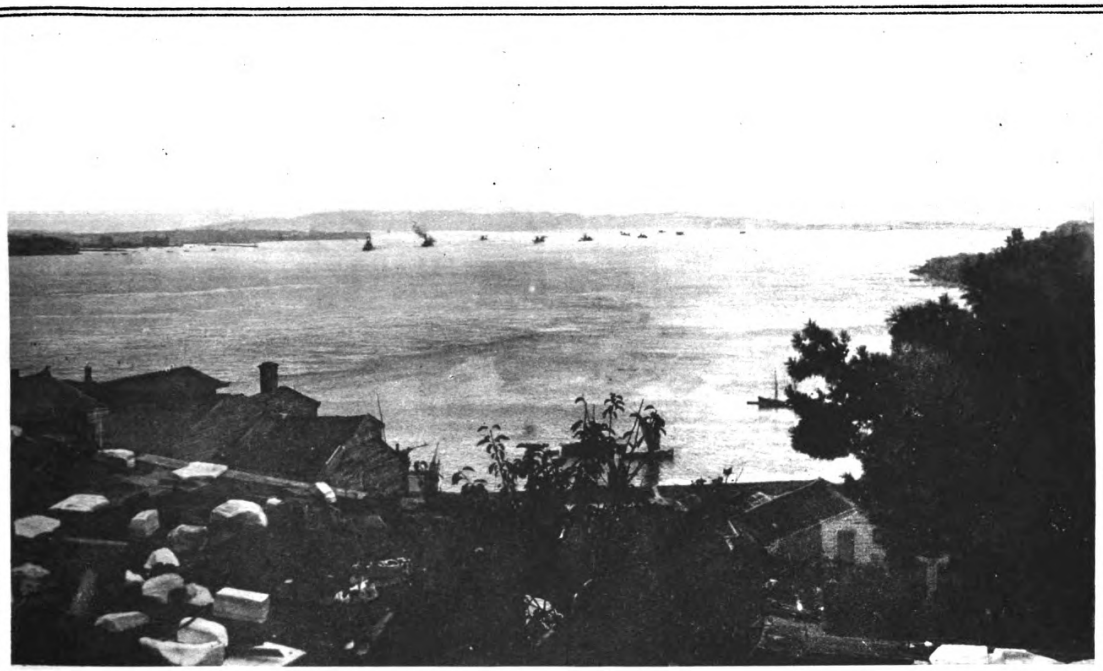


DESIGNER OF THE "SUFFOLK COAST": LT.-COMM. AUTEN, V.C., MOUNTING A HIDDEN HATCHWAY TO THE BRIDGE.

Now that the need for secrecy has been removed, the mysteries of the Navy's anti-submarine "Q" boats are being revealed to an astonished public. The latest of them, H.M.S. "Suffolk Coast," whose potential activities were forestalled by the signing of the Armistice the day before she was to have put to sea, was originally a coastal collier, and outwardly preserved that aspect while inwardly being fitted with all kinds of camouflaged deadliness. She is a replica of the "Stock Force," which on July 30 sank a U-boat that torpedoed her and afterwards herself went down. Both ships were designed and fitted out by their captain, Lieut.-Commander Harold Auten, V.C., D.S.C., R.N.R., who has been for 3½ years on this special service work, and was 1st Lieutenant of the original "Q" ship "Zylpha." He has more than once been blown up by torpedo shock. Most of the officers and crew also served with him in other mystery ships. The "Suffolk Coast" lies in St. Katherine's Dock, near the Tower, on view, the proceeds going to Naval and Seamen's charities.

THROUGH THE STRAITS AT LAST: THE FLEET OFF CONSTANTINOPLE.

PHOTOGRAPHS BY ALFIERI.



LED BY H.M.S. "SUPERB" AND "TÉMÉRAIRE": THE ALLIED FLEET APPROACHING CONSTANTINOPLE ON THE MORNING OF NOVEMBER 13—A VIEW FROM STAMBOUL.



ADMIRAL CALTHORPE'S FLAG-SHIP ANCHORED OFF CONSTANTINOPLE: H.M.S. "SUPERB" (ON THE RIGHT IN THE BACKGROUND) LYING IN THE BOSPHORUS.

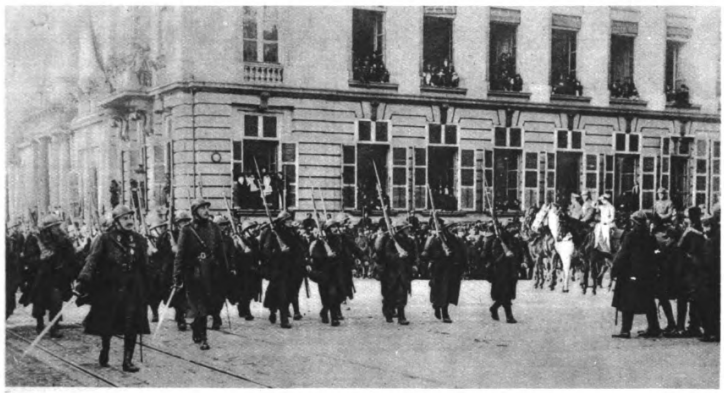
Admiral Calthorpe, who arranged the Armistice granted to Turkey, on November 13 led the Allied Fleets through the Dardanelles to Constantinople. Writing from Constantinople on November 13 Mr. G. Ward Price says: "The Allied Fleet is here. . . . This morning the flag-ship 'Superb' was sighted in the Sea of Marmora, steaming slowly towards the entrance of the Bosphorus. Behind her came the 'Téméraire.' . . . The 'Lord Nelson' and 'Agamemnon' were next, and then followed, in imposing procession of line ahead, the cruisers, destroyers, and other small craft making up the British squadron. Half an hour's steaming behind them came the French squadron in similar formation. Then followed the Italian and the Greek war-ships. At the entrance of the Bosphorus the fleet divided into two parts. The 'Superb' and the 'Téméraire,' followed by two French battle-ships, anchored close to the European shore of the Straits, within near view of the Sultan's Palace and the Turkish Chamber of Deputies."

BELGIUM'S HEROIC SOVEREIGN COMES INTO HIS O'

FRENCH



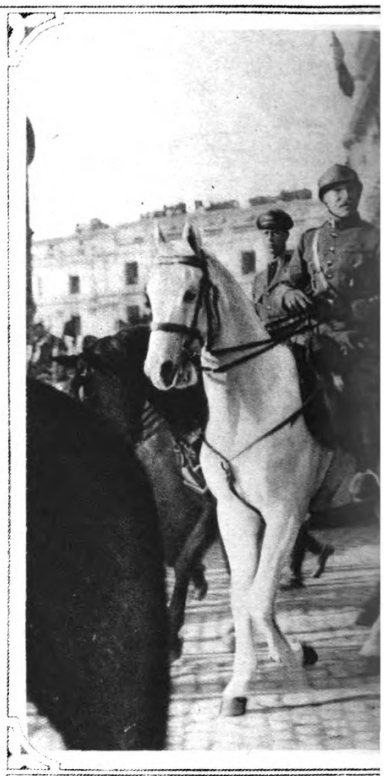
"THE CHIEF IDOLS OF THE PEOPLE": HIGHLANDERS, LED BY PIPERS, IN THE MARCH-PAST.



SALUTING THEIR VICTORIOUS KING AND COMMANDER-IN-CHIEF: BELGIAN TROOPS PASSING THE ROYAL GROUP.



CARRYING THE COLOURS PAST THE KING AND QUEEN OF THE BELGIANS: A STANDARD-BEARER.



JOYFULLY ACCLAIMED BY THEIR FOLLOWED BY THEIR C

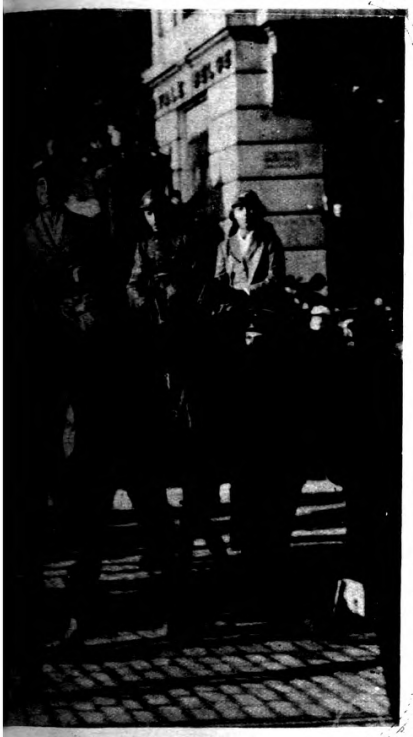


WITH OUR PRINCE ALBERT AT I KING ALBERT (ON WHITE

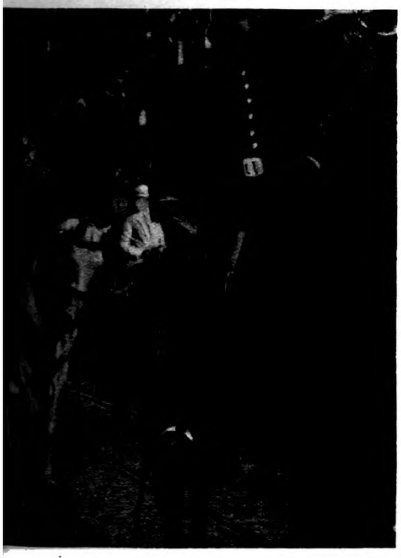
King Albert's entry into his capital, liberated after four years of the enemy's occupation, was, as may well be imagined, the occasion for an unparalleled display of loyalty and enthu by the people of Brussels. The King left his motor-car at the Porte de Flandres and, mounting a white charger, rode through the streets amid the cheering crowds. On his left rode Elizabeth, and on his right our own Prince Albert, in his R.A.F. uniform. Behind them rode the Belgian royal children, the elder son, Prince Leopold, Duke of Brabant, in khaki, the yo Prince Charles Theodore, Count of Flanders, in midshipman's uniform, and their sister, Princess Marie José. Near them were Admiral Sir Roger Keyes and General Boissoudy, commanding French 6th Army. On arriving at the saluting-point in the Place de la Nation, the royal party watched the troops of the Allied nations march past. The Americans led; then came

AGAIN: KING ALBERT'S TRIUMPHAL ENTRY INTO BRUSSELS.

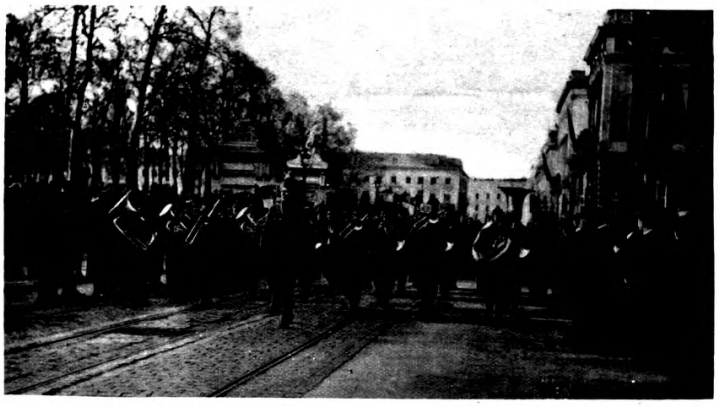
PHOTOGRAPHS.



ING ALBERT AND QUEEN ELIZABETH,
IDING THROUGH BRUSSELS.



ND HIS OWN CHILDREN BEHIND HIM:
ALUTING HIS SUBJECTS.



THE MUSIC OF VICTORY IN BRUSSELS: A REGIMENTAL BAND IN THE MARCH-PAST BEFORE KING ALBERT AND QUEEN ELIZABETH.



THE MARCH-PAST OF BELGIAN, FRENCH, BRITISH, AND AMERICAN TROOPS IN BRUSSELS: AN INFANTRY REGIMENT.



CAVALRY IN THE MARCH-PAST: MOUNTED TROOPS PASSING THE ROYAL GROUP AT THE SALUTING-POINT.

French contingent, followed by the British, headed by Highlanders and including also English, Irish, and Newfoundland troops. "There were two platoons of Seaforths," writes a "Times" correspondent present, "one of Camerons, and one Black Watch, and as they swung by with swishing kilts, such a roar went up as drowned the noise of the pipes and everything else. All through these days in Brussels I think the Highlanders have been the chief idols of the people. . . . Last came the Belgians themselves, to be greeted by the throng with shrieks of joy as their own people. Again and again women broke the lines and flung themselves into the arms of husband or brother marching in the ranks." The entry, from first to last, was not merely a triumphal episode in the story of Belgium, but also a triumphal proof of the popularity of the King and Queen.

THE WORLD OF FLIGHT

THE BRITISH AIRCRAFT INDUSTRY AND INTERNATIONAL TRADE.

By C. G. GREY,
Editor of "The Aeroplane."

AT the present moment everybody who has ever seen an aeroplane is busy confessing his or her faith in the future of aviation. It seems to one, however, that at the moment salvation by works is more important to the future of British aviation than is salvation by faith. It is evident that a considerable time must pass before all the great aerial transport schemes of the future can come into operation. We know that Mr. Holt Thomas, of the Aircraft Manufacturing Company, Ltd.; Mr. F. Handley Page, of Handley Page, Ltd.; Mr. Sam Waring, of the British Aerial Transport Company, Ltd. (commonly known as the Bat Company), and various others have vast schemes up their sleeves, or even laid on the table, for world-wide aerial postal and passenger lines; but before a single one of these lines can begin to operate there are all sorts of international agreements to be made.

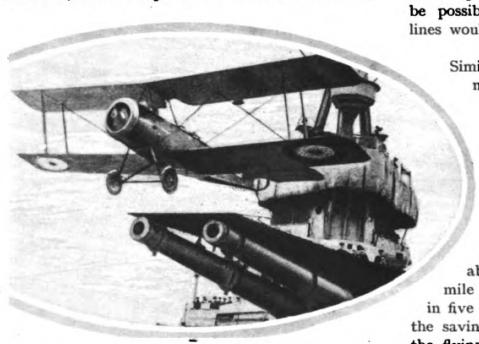
First of all, nothing can be done at all till the Peace Treaty is signed. And that may be many months hence. Then there must be international conferences on the sovereignty of the air over each country, on landing rights, Customs dues, and all sorts of similar and allied questions. These conferences, again, must occupy many months before the final agreement is reached. After that, there is still more time to be occupied in laying out and organising aerodromes, and equipping them with workshops and machinery and stores. There must be a space of a year or so from now before any of these air lines can come into full operation.

The question thus arises as to what is to happen in the meantime. Is there to be practically a state of stagnation in British aviation until all this preliminary work is done, or are we to go on progressing? One has already indicated in previous notes in these pages that there will be quite a large amount of civilian flying done by ex-pilots of the Royal Air Force as soon as such flying is permitted, for there are certainly several hundreds of thousands of people in this country all of whom are desperately anxious to have their first experience of flying. Many of these, moreover, will desire to go on flying afterwards; and so, if the pilots and machines and aerodromes were made immediately available for civilian flying, we might see even more flying done in Great Britain now than during the war.

That would, of course, be very entertaining; but it would not be helping to pay for the war, for it would merely be taking money out of one pocket and putting it into another—except so much as went abroad to pay for petrol and oil. What is most needed is some immediate form of aerial activity which shall bring money into this country from abroad, and so help the British aircraft industry to bring money into the national exchequer during the time in which the great aerial transport lines are getting ready for operations.

As a matter of fact, when one comes to study the question, such a means lies very readily at hand in the shape of the vast stocks of aeroplanes and spare parts which have been built up as reserves for the Royal Air Force during the past year or so. With aeroplanes priced at £2000 to £10,000 apiece, it does not take many machines to run into a million pounds, so one would not be exaggerating if one said that there are several millions of pounds' worth of comparatively modern aeroplanes in store in various parts of Great Britain and Ireland which might be made to bring money into the country.

Probably the majority of these machines are in Government stores; but there are also very many, in the form of spare parts or in course of construction, in the shops of the various firms in the aircraft industry. And it should be possible to sell these machines or to use them profitably abroad. For the last two or three years our Propagandist departments have been flooding the world with stories of the prowess of our aviators and of the wonderful work done by their aeroplanes. The result is that everywhere British aviators and British aeroplanes have come to be regarded as the best in the world—and very rightly so. Therefore, it seems that the reputation achieved at such high cost by our gallant aviators might be turned to good account in building up a future for British aviation. One suggests, for example, that if two or three first-class but steady pilots, with the necessary mechanics, and half-a-dozen respectable two-seater aeroplanes—not necessarily of the newest type—were sent out to Buenos Ayres, where there is an excellent aerodrome and plenty of good flat landing country all round, they would have a very great effect on the Argentinos. The rich young man of Buenos Ayres is ever keen for adventure, and he would willingly pay for what are vulgarly called "joy-rides." Before long, the demonstrated safety of flying in modern aeroplanes would impress itself on the older people, and one would find business men who had urgent affairs up country hiring these same "joy-ride" machines for long cross-country flights, and so it would be possible to find out where regular passenger lines would pay.



LEAVING THE PLATFORM OVER THE GUNS: THE LAUNCH OF AN AEROPLANE FROM ONE OF OUR LATEST BATTLE-CRUISERS.
Photograph by Illustrations Bureau.

Similarly, one could demonstrate the usefulness of flying-boats up the La Plata River; and one could, it seems probable, do so still more effectually up the Amazon, where there are thousands of miles of waterway connecting business centres of great importance which are at present only accessible by very slow steamers. The rich Brazilian coffee-planters and rubber dealers would soon find that it was not only more profitable, but far more pleasant, to do a 1000-mile journey in ten hours by flying-boat than in five days by steamer. As a matter of fact, the saving of time would be far greater, because the flying-boats would save distance on any river trip as well as time, because they would cut off all the minor bends in the river which increase so enormously the distance which a boat has to cover. Recently one of the Australian motor-papers published an account of the work of a Mr. Carey, who purchased an ancient Blériot monoplane some time ago, and used it regularly for his business journeys between up-country farms. His success has, it seems, caused great interest in the possibilities of aeroplanes for inter-communication in those parts of Australia where railways are scarcer, and he has been endeavouring to obtain other machines from this country. Naturally, he was unable to do so in time of war—though, to tell the truth, there are plenty of machines and engines in store which would have served his purpose admirably. As the result of this refusal to do business, he has, one gathers, opened negotiations with American firms, and will doubtless import American aeroplanes—or "airplanes," as the Americans call them—into Australia, in just the same way that American automobiles have supplanted British motor-cars in Australia.

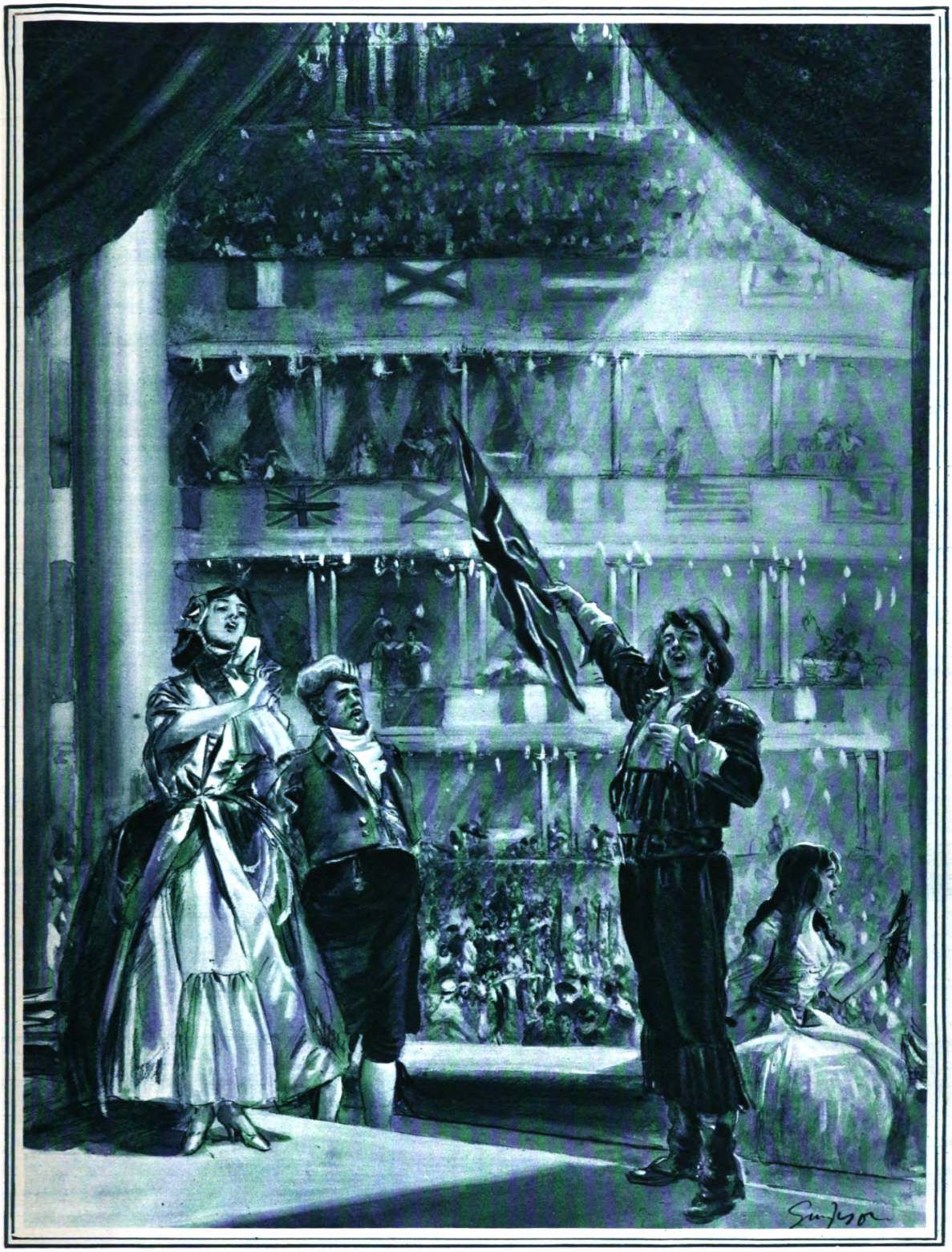
Now that the real fighting has stopped, one suggests that every facility should be given for British aeroplane makers or merchants to supply machines abroad—either new machines of their own make or Government machines bought back at a reduced price—so that this country may catch the first of the market. One recalls that after the South African War, when the reconstruction of South African agriculture was under discussion, Mr. Edgar Wallace warned the British manufacturer against American competition, and told us that the South African farmer would not wait six months for a plough when he could get a "plow" in six weeks or less. In the same way, the Overseas aviator will not wait twelve months or more for an aeroplane if he can buy an "airplane" in twelve weeks.



ON A LAUNCHING-PLATFORM EXTENSIBLE OVER TWO OF THE BIG GUNS: AN AEROPLANE ON BOARD A BRITISH BATTLE-CRUISER.—[*Photograph by Illustrations Bureau.*]

A GREAT WAR-CHARITY PAGEANT: AT THE "VICTORY" BALL.

DRAWN BY OUR SPECIAL ARTIST, JOSEPH SIMPSON.



"RULE, BRITANNIA!" SUNG BY THE 4000 GUESTS TO THE MUSIC OF THE MASSED BANDS OF GUARDS: A TYPICAL GROUP IN THE ALBERT HALL AFTER THE ENTRANCE OF THE PROCESSION.

The "Victory" Ball in aid of the Nation's Fund for Nurses took place at the Albert Hall, and both financially and spectacularly it was a great success. Over 4000 tickets were sold, and the proceeds exceeded £10,000. The principal event of the occasion was a procession, arranged by Mr. Louis N. Parker, consisting of characters in costume representing the Allies, or otherwise symbolic of the war. "Peace," in a chariot drawn by six ancient Britons, was impersonated by Mrs. Edward Hulton, who, with Miss May Beeman, had organised the Ball. The procession entered to the strains of Elgar's "Pomp and Circumstance" played by the massed bands of the Guards, and as the characters grouped themselves before the organ, "Rule, Britannia!" was played, and the whole concourse of guests sang it in unison.—[*Drawing Copyrighted in the United States and Canada.*]

"CAPTIVE FOR 47 YEARS; REUNITED TO FRANCE": METZ—PÉTAIN'S ENTRY.

French Official Photographs.



THE RECOVERY OF LORRAINE: FRENCH TROOPS HAILED WITH ENTHUSIASM IN METZ.



THE ENTRY OF THE FRENCH 10TH ARMY INTO METZ: ARMOURED CARS IN THE MARCH-PAST.



SHOWING THEIR LOVE FOR "THE MOTHER COUNTRY": GIRLS OF METZ WATCHING THE FRENCH ENTRY.



PASSING MARSHAL PÉTAIN ON THE ESPLANADE IN METZ: FRENCH CAVALRY IN THE MARCH-PAST.



THE COMMISSARY OF THE FRENCH REPUBLIC FOR METZ: M. MIRMAN, PREFECT OF THE CITY, WITH TWO FRENCH GENERALS.



LOADED WITH FLOWERS: MARSHAL PÉTAIN RECEIVING A GIFT FROM TWO YOUNG GIRLS IN METZ.

A French communiqué of November 19 (the day on which General Pétain was made a Marshal of France) said: "Marshal Pétain, Commander-in-Chief of the French Armies, made his solemn entry into Metz at the head of the troops of the 10th Army, commanded, in the absence of General Mangin (who has had a riding accident), by General Lecomte. The population, with a unanimous élan, went to meet our troops, whom they greeted with prolonged cheers. The old city of Lorraine, captive for forty-seven years, and at last reunited to France, showed its love for the Mother Country in an unforgettable manner." A Reuter correspondent, describing the scene, writes: "Marshal Pétain, mounted on a splendid white horse, stood with the whole of his staff by the statue of Ney on the esplanade to watch the march-past of his troops, who were hailed with enthusiasm by a great crowd of loyal Lorrainers." After the march-past M. Mirman was inducted at the Prefecture into his post as Commissaire of the French Republic for Metz.

BAZAINE'S SURRENDER REDEEMED: MARSHAL PÉTAIN'S WELCOME IN METZ.

Photographs—French Official and Alfieri.



GIRLS OF LORRAINE, IN NATIONAL DRESS, JOINING IN THE MARCH-PAST: THE ENTRY OF FRENCH TROOPS INTO METZ.



BEFORE THE STATUE OF MARSHAL NEY: MARSHAL PÈTAIN AT THE SALUTING POINT ON THE ESPLANADE IN METZ.

Writing from Metz on November 20, Mr. H. Warner Allen says: "The French Army has entered the great fortress of Lorraine and, after forty-eight years, has wiped out the shame of Bazaine's surrender. . . . Into the fortress yesterday marched the glorious Iron Division of the famous 20th Corps, the troops of the frontier, and with them a brigade of dashing French cavalry. . . . These veterans, in their war-worn uniforms, marched past the new Marshal of France, General Pétain, the hero of Verdun, and the chief who has led the armies of France from victory to victory. Mounted on a white charger, he sat almost as immovable as the statue of Ney, the 'bravest of the brave,' behind him. The Marshal of Napoleon and the Marshal of the Third Republic passed in review the *poilus* who have revived all the military glory of France. Marshal Pétain, true to his reputation for simplicity, wore no decorations His uniform was covered with a long, light-blue overcoat."

BERLIN UNDER THE NEW RÉGIME: OUTSIDE AND INSIDE THE REICHSTAG.

Photographs Supplied by Topical.



OUTSIDE THE REICHSTAG: A GREAT CROWD IN BERLIN LISTENING TO HERR SCHEIDEMANN'S PROCLAMATION OF A REPUBLIC.



INSIDE THE REICHSTAG: THE WORKERS' AND SOLDIERS' COUNCIL IN SESSION—A SPEECH FROM THE CHAIR.

Events in Berlin about the time of the Armistice were thus described in a message published by a Dutch news agency on November 11: "After the Kaiser's abdication, Herr Scheidemann delivered a speech in front of the Reichstag announcing the establishment of a Republic. The Hohenzollerns, he said, were removed, and a Republic would be set up. A Deputy of the Soldiers' Council would be attached to the general command in the Mark. . . . The Berlin garrison joined the revolutionaries." In a Reuter telegram from Berlin dated November 10 it was stated: "The first sitting of the Workers' and Soldiers' Council in Berlin was held at 9.30 on Sunday evening (November 10) in the large hall of the Reichstag. It was opened by Herr Barth, as President, who greeted the victorious revolt of the Berlin proletariat. He paid a tribute to the behaviour of the Berlin garrison, which had taken sides with the people and achieved an almost bloodless victory."

THE FALL OF THE HOHENZOLLERNS: EXILED FATHER AND SON.

Photographs Supplied by Illustrations Bureau.



BOUND FOR HIS "ST. HELENA," THE ISLAND OF WIERINGEN: THE EX-CROWN PRINCE (SECOND FROM LEFT) IN A TUG AT ENKHUIZEN.



CONSIDERED BY OUR GREATEST JURISTS "GUILTY OF AN INDICTABLE OFFENCE": THE KAISER OUT DRIVING NEAR AMERONGEN.

In connection with the agitation for the extradition and trial of the Kaiser, Mr. Lloyd George stated recently that, at the Government's request, "some of the greatest jurists in this country have come to the conclusion that the Kaiser was guilty of an indictable offence for which he ought to be held responsible." He has since been reported to have signed a formal document of abdication at Amerongen Castle, his place of exile in Holland. The ex-Crown Prince, who is said to be estranged from his father, on November 21 left Count Metternich's residence at Swalmen for his new retreat in the little island of Wieringen in the Zuyder Zee. He went by train to Enkhuizen, where Paul Potter was born in 1625, and there boarded a tug-boat. Our photograph shows him on deck with his few companions, wearing a shabby trench-coat and an old tweed cap. Local people gave him a hostile reception. On reaching the island he took up his abode in a small house in the village of Osterland.

BERLIN UNDER THE NEW RÉGIME: FIRST PHOTOGRAPHS OF

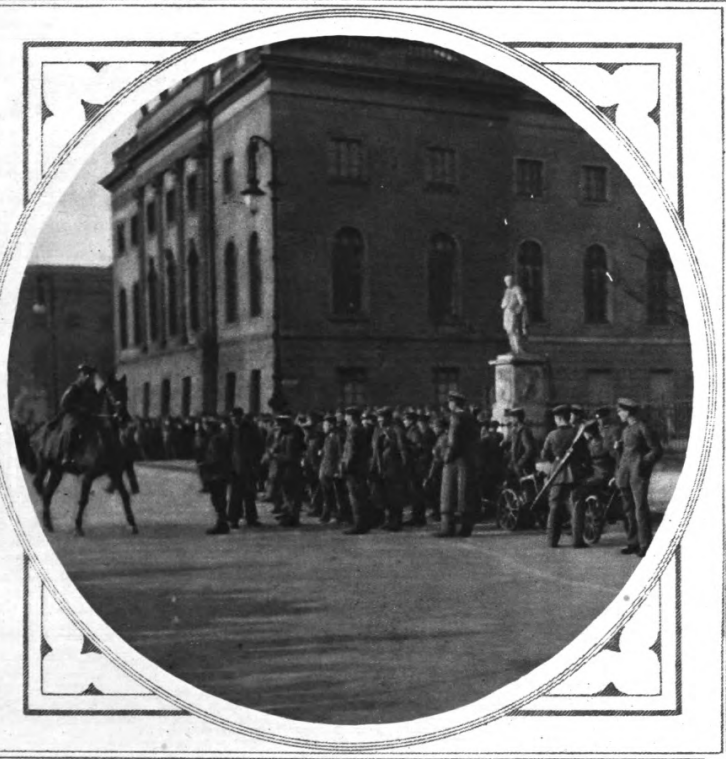
PHOTOGRAPHS BY TOPICAL



AT AN OPEN-AIR MEETING IN UNTER DEN LINDEN: PART OF THE LISTENING CROWD.



SHOWING WHITE-ARMLETED MEN WHO TO TAKE OVER



WITH TWO MACHINE-GUNS READY FOR EMERGENCIES: A GROUP OF SOLDIERS POSTED IN UNTER DEN LINDEN.



"GREAT PROCESSIONS MARCHED SHOUTING AND SINGING SAILORS CARRYING THE RED FLAG

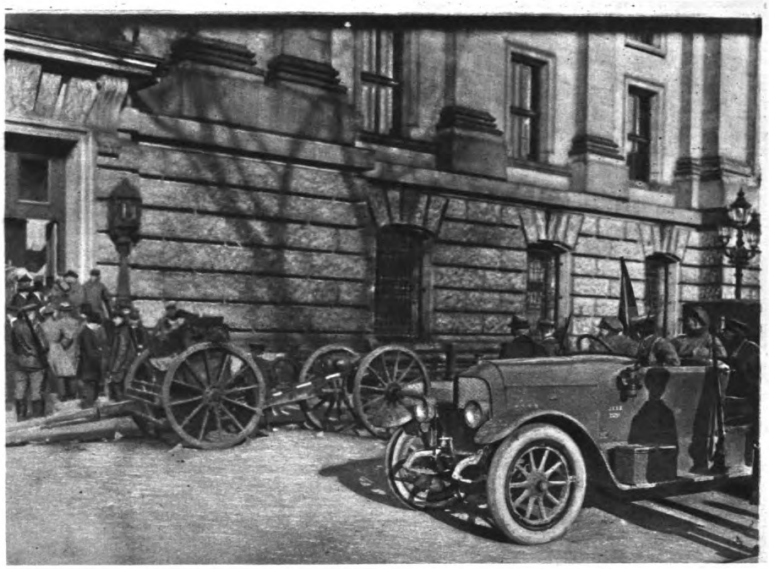
Above we give some of the first photographs which have arrived from Berlin illustrating the revolutionary movement. It began a day or two before the signing of the Armistice. The "Times" of November 11 contained the following account of the scenes in the streets given by the Berlin correspondent of the "Courant." "The revolution showed itself in the streets about midday' on Saturday (November 9). The bridges were soon occupied by strong detachments of various arms with machine-guns. . . . Tremendous excitement prevailed. Great numbers of troops on foot detained all soldiers and removed their cockades, epaulettes, and Iron Crosses. The Red Flag commanded the streets. Great processions, mainly composed of armed civilians

STREET SCENES DURING THE REVOLUTIONARY MOVEMENT.

AND ILLUSTRATIONS BUREAU.



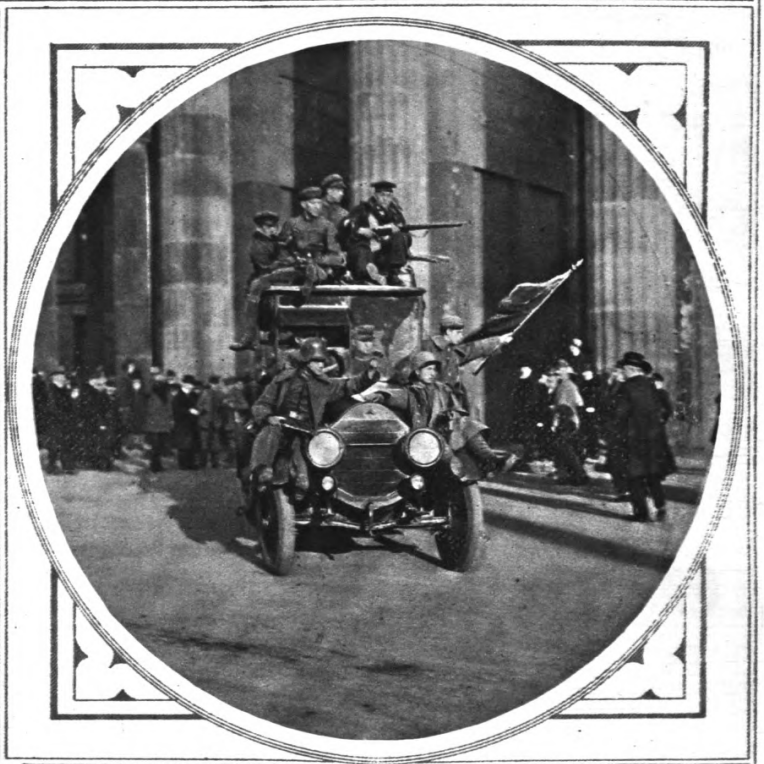
REPLACED POLICE: SAILORS GOING THE CASTLE GUARD.



WITH A GUN AND A CAR OUTSIDE: MEN ENTERING A BUILDING TO ATTEND A MEETING.



THE 'MARSEILLAISE' THROUGH THE STREETS": IN THE WILHELMSTRASSE.



ARMED AND FLYING THE RED FLAG: A CAR FULL OF SOLDIERS AND SAILORS AT THE BRANDENBURG GATE.

and soldiers, marched shouting and singing the 'Marseillaise" through the streets. Cries of 'Long live the Republic!' continued without intermission. The police disappeared, persons with white armlets appointed to keep order taking their place. Crowds continually arrived from the outskirts in the centre of the city." A later message continued: "The police have been disarmed, and all guard-posts occupied by the Soldiers' and Workers' Council. . . . Excitement has abated and complete order prevails in the gigantic crowd. Innumerable motor-lorries with machine-guns are posted throughout the city. Firing occurred earlier in the day, but appears to have been stopped, no further resistance being offered."

ONE OF THE BRITISH ARMY'S LAST EXPLOITS OF

DRAWN BY H. W. KOEKKOEK FR



CHEERING THE TRICOLOUR AT SUNRISE IN MAUBEUGE: BRITISH GUARDSMEN

Maubeuge was captured from the Germans by British troops of the Guards and 62nd Divisions shortly before dawn on November 9. Writing on the same evening, Mr. H. W. Nevinson said: "The event of the day has been the occupation of Maubeuge, the fortress so famous for the French resistance rather more than four years ago. By good fortune I was able to enter the town a few hours after the entrance of the Guards Division. But for the Sambre River, Maubeuge is a town completely surrounded by fortifications, and in the centre it rises to a small hill, where is the public square, with its zealous memorial to the great Revolution and its wars. A church stands on one

E WAR IN FRANCE: THE CAPTURE OF MAUBEUGE.

SKETCH BY CHARLES DE GRINEAU.

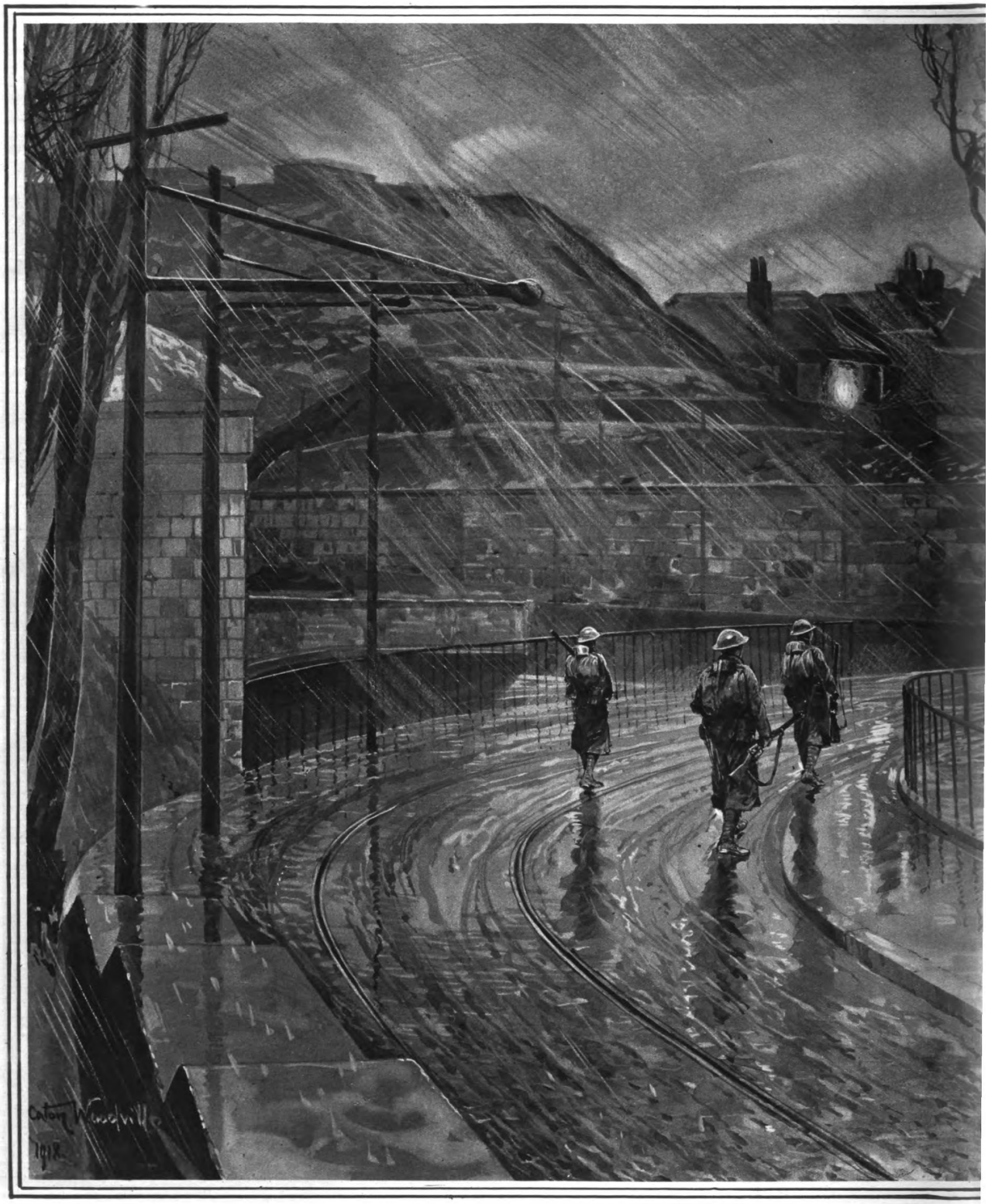


WAVING ACROSS THE RIVER TO INHABITANTS RAISING THE FRENCH FLAG.

side of the square, and at midnight all the inhabitants beside the river were ordered (*i.e.*, by the Germans) to assemble at the church, where they stood till the crash of the exploded bridge and the ruin of the neighbouring houses told them the reason of the order. When we entered the people gave us a polite and even joyful, but not exuberant or emotional, welcome. This morning the Mayor had issued a proclamation of patriotic eloquence, calling upon the citizens to sustain the honour of the town after deliverance, as under servitude." The drawing shows British Guardsmen cheering as an inhabitant raises the Tricolour beyond the wrecked bridge.—[*Drawing Copyrighted in the United States and Canada.*]

IN THE LAST DAYS OF THE WAR: BRITISH TROOPS

Drawn by R. Caton Woodville

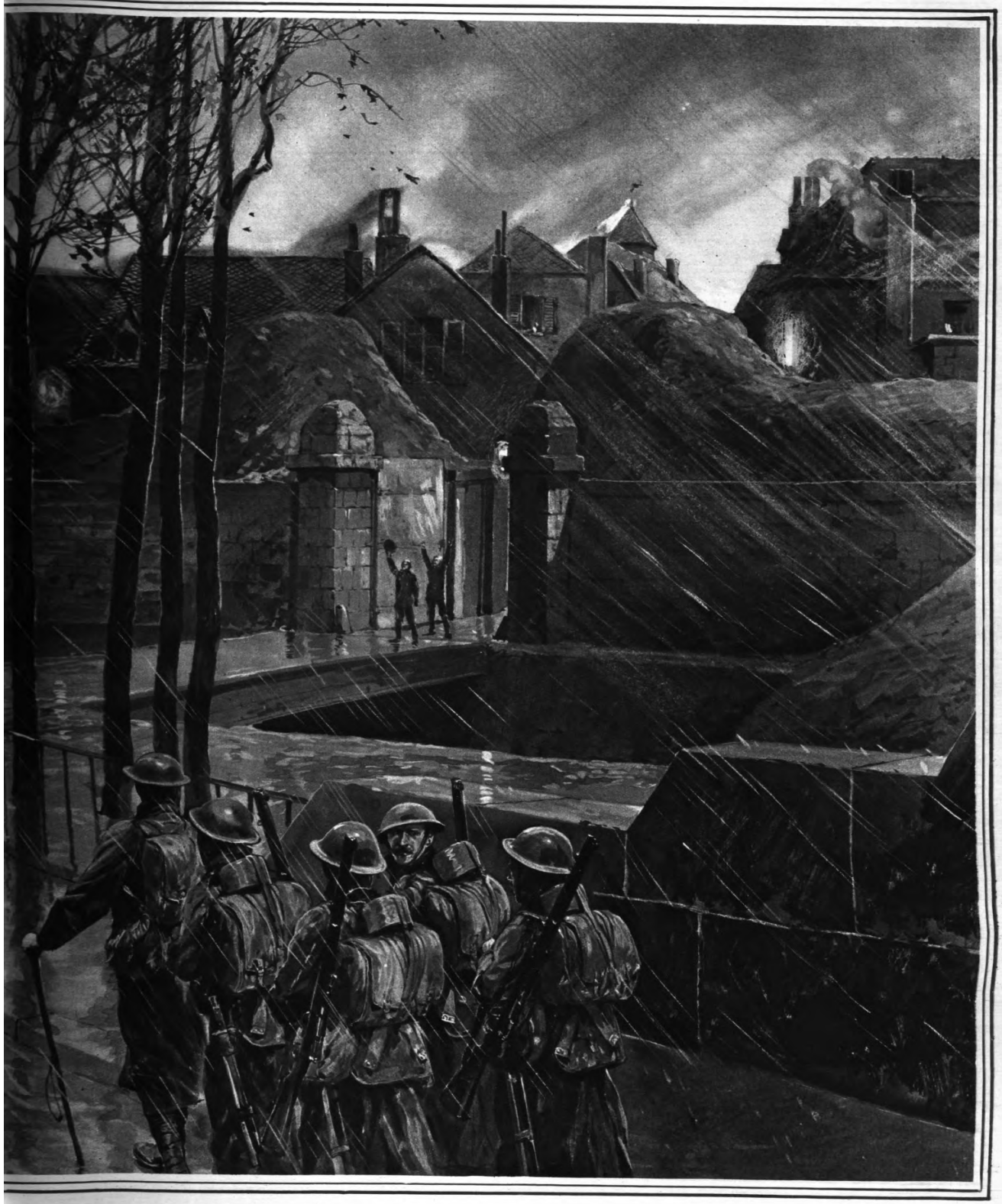


"THE FORTRESS OF MAUBEUGE HAS BEEN CAPTURED BY THE GUARDS AND 62ND

The capture of Maubeuge was one of the last exploits of the British Army in France before the signing of the Armistice. It was briefly announced in the words quoted above, in a communiqué of November 9. Writing on the 10th, Mr. Philip Gibbs says: "Yesterday I went into Maubeuge. . . . In the morning our men were still outside it. Later, on the road, I heard that they had gone in, and were in touch with the enemy's rear-guards outside. The name of Maubeuge summoned back bad old memories, and I thought of the French crowd in 1914 who heard of its fall when I was standing with them, and spoke its name in a horrified whisper, as though if Maubeuge were lost all was lost for France. It had been a

ENTERING THE FORTIFICATIONS OF MAUBEUGE.

FROM A SKETCH BY CHARLES DE GRINEAU.



DIVISIONS": THE FIRST BRITISH TROOPS ENTERING THE CITY AT 2 A.M. ON NOVEMBER 9.

tragic blow, for 35,000 French soldiers and three of their Generals had been captured there. Yesterday it was taken back for France by our Grenadier Guards. . . . While the main body of the German troops went away in the retreat, the rear-guard screen was left outside the town to cover them, and through this our Grenadier Guards broke their way yesterday morning. Small parties of men had to be mopped up later, and I saw a batch of prisoners being brought out as I went in." The Guards got in through one of the main gates and took nearly 250 prisoners. Some snipers who remained hidden were gradually rounded up. Later, the Germans shelled the town, but did little damage.—*[Drawing Copyrighted in the United States and Canada.]*

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK. THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS. BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

DEMOBILISATION AND COLONISATION.

THERE is apparently a widespread conviction that, on the demobilisation of our armies, we shall be confronted with many thousands of men unwilling to return to the work they left when they entered the Army, and all sorts of schemes are being evolved to meet this contingency. Among these, settlement in our colonies holds a prominent place. This may indeed be so, and it is well to have means of exit provided for those anxious to begin their lives afresh. Canada, South Africa, Australia, New Zealand have all been considered in this regard, and now Newfoundland has been added to the list.

Without doubt there is much to be said for this latest addition. But it would be well not to lose sight of the fact that disappointment awaits those who are not prepared to lead a very strenuous life, remote from all their past experience, and minus the attractions of the larger towns in which most of them have been reared. How many will be able to adapt themselves to the new conditions? Failure spells disaster for themselves and for their families—for it is assumed that no inconsiderable number of these migrants will be married men.

Newfoundland, it is pointed out, is a country of vast possibilities, offering wide choice in the matter of occupation. The country is rich in minerals, and there is a promise of coal-mining. It is a land of vast forests, and these are being laid under heavy toll to provide pulp for paper. Lumbering offers another aspect of life in the woodlands. Having regard to the enormous demands now made on the forests of this country, it is to be hoped that the needs of re-afforestation will not be overlooked, and this would employ a very considerable number of men. The fishing industry presents great possibilities of development, since, apart from the cod-fishery which has made Newfoundland famous, the herring fishery remains practically unexploited. With the facilities for the export of fresh fish afforded by cold storage, large quantities of herring and other fish could be disposed of in British markets.

But, so far, those who have sung the praises of Newfoundland as a Land of Promise have done so with the single purpose of "developing its resources." That is to say, the country is regarded solely as a field for the employment of labour and the profitable investment of capital. In their way, these are most desirable ends; but they do not necessarily make for the happiness and intellectual well-being of those engaged in the labour of this "development." The pursuit of wealth should not be made an end in itself so much as the means to an end, and where this is forgotten sorrow and tribulation must inevitably establish themselves.

In all these new schemes of settlement strenuous efforts should be made to arouse the interest of the prospective settlers in the natural features of the land of their adoption. To hold out alluring prospects of earning "good money," and no more than this, is to do a grave wrong. And the sooner this is realised the better. Yet this is the vicious standard which dominates the whole of our civilisation. Vicious because it ensures the starvation of our mental and intellectual inheritance, leaving us to travel through the world blind to all its beauty, and unaware of its mysteries—the two factors which, more than all else, make for civilisation in the best sense of the term.

We have just passed through a fiery ordeal, and our eyes are opened to many things—and many evils—till now but dimly appreciated. If we are to continue along the old paths, then have we indeed suffered in vain. It is time that we awoke to the fact that the greater our grasp of the mysteries of the universe the greater will be our ability to order our lives decently. So far, the march of civilisation has been as disastrous to this higher conception of life as the march of a Hun army bent on loot and savagery. The forests, and the wild birds and beasts that haunt them, have universally suffered irreparable damage for which generations yet unborn will come to execrate us.

Some attempt should surely be made to arouse an interest on the part of prospective colonists in the life of the wilds which they are about to enter, for success in this is the surest way to make good settlers. Newfoundland as a big-game country was discovered by the late Captain F. C. Selous, who gave his life for his country. How long will its great herds of caribou remain if they are regarded merely as assets convertible into money? The Canned Caribou Company may make fortunes for its investors, but the world will be the poorer; for it is easier to kill than to make alive, and the potentialities of these herds carefully conserved are immense. Beautiful books and pictures, we all agree, should be protected—let it be realised that these creatures are far more wonderful than any work of human hands, and should therefore be the more jealously guarded. W. P. PYCRAFT.



KING ALBERT'S ENTRY INTO ANTWERP (ON NOVEMBER 19): THE KING (ON LEFT) WITH QUEEN ELIZABETH AND HIS TWO SONS WATCHING THE MARCH-PAST.

King Albert and his Queen, with their sons, were received with immense enthusiasm when they entered Antwerp on November 19. They drove round the streets to the Hôtel de Ville in an open car, and then from the saluting-base watched a march-past of Belgian troops. The King's elder son was in khaki, the younger in naval uniform.—[*British Official Photograph.*]



KING ALBERT'S ENTRY INTO GHENT (ON NOVEMBER 13): A MOTOR-CAR REQUIRED TO CARRY THE FLOWERS SHOWERED ON QUEEN ELIZABETH.

The King and Queen of the Belgians, with their sons, rode into Ghent on November 13, amid triumphal acclamations. Flowers were thrown from every balcony.—[*Belgian Official Photograph.*]

THE CURE OF TUBERCULOUS CHILDREN

AN IMPORTANT ARTICLE BY SIR WILLIAM TRELOAR, BART.

IT is for a national purpose that I pen this article, and, though it gives me the keenest personal gratification to tell of the work that has been done at the Cripples' Hospital which bears my name, yet tuberculosis has been so successfully treated at that Hospital during the ten years of its existence that I know I am serving a national cause in describing briefly what has been done there already and what we hope to do in the future.

The Hospital exists for the alleviation of the sufferings and the correction of the deformities of the crippled child. On the advice of the Honorary Medical Board, consisting of eighteen leading men in their profession, attention is principally devoted to the care of cripples suffering from tuberculous disease of the bones and joints, because such patients are the most numerous, the most needy, and perhaps the most neglected class of crippled children in this country.

Upon admission to the Hospital each patient is placed in a separate cubicle in one of the two Observation Wards and detained there for a quarantine period of at least a fortnight. In this way the spread of infectious disease is largely prevented. During the quarantine period notes are taken, treatment is planned, splints are prepared, X-ray examinations are carried out, the educational standard of the child is ascertained, and the patient is given time to settle down quietly before being transferred to the General Wards, and is gradually accustomed to the open-air life which he or she will have to live. That ward is selected for each patient which will be most suitable for both medical and educational reasons. The individual requirements of each case are studied, and everything approaching routine treatment is avoided.

It is necessary to say a little about the origin of this venture. In November 1906, immediately after I had become Lord Mayor of London, I stated in public that one of the chief reasons why I had wished for the office was because the position might enable me to do something to benefit permanently the little crippled children of London and the country. What I had in mind was to establish something which should combat at its source the terrible national scourge of tuberculosis, and which, at once curative and educational, should provide home, school, and hospital for the small sufferers. No institution of the sort was then in existence in this country, though now, thank God, there are many. The Hospital has proved to be the pioneer of a new departure, and several institutions have now been established on similar lines in various parts of England.

The idea put forward from the Mansion House caught on splendidly. I had the gracious encouragement and substantial support of their Majesties King Edward and Queen Alexandra; I was also backed by the Corporation of the City of London, and by every one of the twenty-eight Metropolitan Mayors. Eventually, my fellow-citizens trusted me with more than £60,000 in the way of subscriptions to enable me to found a Hospital for tuberculous crippled children.

By one of those accidents of fortune which may truly be called providential, I found the site and buildings. There had been erected at Alton, on seventy acres of sloping grassland, a number of bungalows to serve as hospitals for soldiers wounded in the South African War. By the passing of time the need and usefulness of these buildings had ceased. A short Act of Parliament, passed through the good offices of the Government of the day, made it possible for the Trustees of the Hospital to obtain possession of this land and the buildings, and we have since added various other buildings essential to the work, such as an operating theatre with sterilising room and dispensary, X-ray and dark rooms, a plaster room, central kitchens, a Pasteurising chamber, together with recreation and other rooms for the nursing staff. The first batch of little patients was received by my wife and myself at the railway station at Alton in September 1908. And now, with the approval of my co-trustees (the Bishop of London, Lord Burnham, and Sir William Dunn) and of the Medical Board, I have purchased for a seaside branch of the Hospital a freehold site of sixty acres of furze-land and foreshore at Sandy Point on Hayling Island.

We believe in open-air treatment. We have faith in the effect of the sun, its cheerful warmth and powers of healing. The sea at Sandy Point will help the sun; the sand, the sea, and the sun are three good medicinal things. It is surprising to notice what a difference sunshine or its absence makes in the children, and also how quickly they respond to a new interest. Since we have had lady teachers at Alton (we have now eight, who are certified under the Board of Education) the health of the children has improved by reason of the stimulus of lessons. All the children are taught in some way or other, even those who are bedridden; and where before we used to have listlessness and indifference, we now have joy, laughter, and merriment.

Indeed, I am confident that the wonderful success of Alton (we absolutely cure just under 95 per cent. of the cases, often seemingly hopeless, that are brought to us) is due to the fact that the medicine of happiness is largely used in our Hospital. Grave though tuberculosis of the bones and joints undoubtedly is, few conditions of equal severity are so amenable to proper treatment. The tuberculous hunchback need no longer exist, the horrors of hip disease may be alleviated, and, greatest of all, sepsis, that bane of joint-tuberculosis, is almost entirely preventable.

The idea of developing a seaside branch of the Hospital had been in the minds of the Trustees from the beginning. In 1912, our Medical Officer, in a memorandum prepared for the Astor Departmental Committee on Tuberculosis, advocated the establishment of two institutions under the same management for the combined country and marine treatment of surgical tuberculosis. We had already tested the value of Hayling Island when, one August, the boys at the college with which our work is associated spent a fortnight's holiday camping above the beach under canvas. They benefited without exception, and many tuberculous patients suffering from foul discharging wounds of many years' standing had their wounds healed even during their short stay.

Sea, sunlight, and stimulating sea breezes, combined with a sandy beach, are great curative agencies, and will, we are convinced, be of the very first value to many of our little patients. It may be that these conditions will not help some of the children; that is where experience will teach and prove. But there can be no doubt that the Sandy Point branch of the Alton Hospital is going to justify itself.

The value of a seaside or country convalescent home associated with a hospital is so well recognised that it cannot be questioned. Practically every general hospital of repute has its own convalescent home or makes arrangements for selected patients to complete a cure at such an institution. It is a matter for wonder, however, that no institution, at least of those with which I am acquainted, devoted to the treatment of surgical tuberculosis, has ever established two hospitals for joint treatment of the condition. Yet the value of air, climate, and change of scene is so well recognised that it is a routine practice in the treatment of private patients of means, suffering from surgical tuberculosis, to make use of this first principle of treatment. Its value in hospital practice should be at least equally marked and important.



Surgical tuberculosis is, in the majority of cases, a disease requiring very lengthy treatment, and the treatment given, of necessity, varies greatly in different stages of the disease. Varying climatic treatment, properly selected to suit individual cases, would be an inestimable boon. It would be of special value in cases which are at a standstill or retrogressing, chronic cases, convalescent cases, cases evidently deriving peculiar benefit from sun-treatment, and cases slow in pigmenting which would benefit from intensive heliotherapy, better obtained at Hayling than at Alton; finally, discharged patients might be readmitted to Hayling for a period during the summer to reduce the likelihood of relapse and to improve the general condition.

The estate at Sandy Point, looking out on the Emsworth Channel, has a very extensive sea-front, which will be invaluable for the practice of sun-treatment. The extent of the estate makes it possible to accommodate a large number of children. We shall probably erect numerous huts for treatment during the summer months. But details such as these must be thought out carefully.

We shall proceed as cautiously as the seriousness of the venture demands; but we have behind us the confidence that comes from the experience of successful years, and I am as sure as any man can be that our work will continue on a greatly increased scale, to the immeasurable advantage not only of tuberculous crippled children, but of all who suffer from the scourge, and to the benefit of medical science the world over.

The work at Alton has its reward, though sometimes the responsibility weighs, and the conditions are often pathetic. It is joy to send away a child of four or five years practically cured, but it is also saddening, for the child perhaps has spent a third of its short life at Alton, and the nurse under whose care it has been is in tears at the parting, and the baby itself also is miserable and crying. Neither of them can bear the severance. Such incidents are of frequent occurrence, and verily the children do cling round the heart.

I remember, and in fact I shall never forget, a little boy named Victor. He was four when I first saw him; he was very ill, he had spent three of his four years of life in bed, partly at St. Bartholomew's Hospital, and later at Alton. He was very fond of bananas, and I always had one for him when I went down to see him. I loved him and he loved me. They told me that he was always excited and his little face flushed when I went into the ward. He used to ask me to bring him a toy the next time I came, and I used to go again as soon as I could; sometimes he wanted a watch, or a soldier, or a horse, a cart, a ship, a gun. I always took him something as near as possible to his wish. On the last occasion when he made his request and I answered "Yes" to it, he brought from under his bedclothes a poor little daisy and gave it to me. I never saw him again; he died before my next visit. I shall never forget Victor.

There are others such as he. It has been a great thing to help them, heroes and heroines, for they are truly such, small though they be.

WILLIAM P. TRELOAR.

Abridged from the *Nineteenth Century and After* for August 1918.

To accomplish the developments indicated in the foregoing article the sum of £20,000 is needed, and for this sum Sir William Treloar appeals with confidence to the far-sighted patriotism as well as the philanthropy of the British public. The sum may appear large, although, to adopt the usual criterion, it is only equal to the expenditure on little more than five minutes of the war, and it is an effort to mend cripples and to prevent crippledom in its beginnings. Sums are only large or small according to the purpose for which they are asked and given. The appeal is urged, not only on the gentle ground of charity for pathetic little sufferers, though that should be availing enough, but also on the stern ground of the need or the efficiency in that coming generation which will need the use of all its limbs and all its vigour and all its heart for the tasks before it. "You cannot have an A 1 Empire," said the Prime Minister recently, "with a C 3 population." The deadly scourge which LORD MAYOR TRELOAR'S CRIPPLES' HOSPITAL has been fighting for ten years is well known to be one of the principal causes of unfitness.

This appeal gives a fine opportunity for a thank-offering from every home in the country in which there is no cripple, no bedridden sufferer in an upper room, where no tap of a crutch is ever heard about the house; a thank-offering from every home whose members have been shielded from the actual physical damage wrought either by war or by disease: whose young (or old) warriors have been preserved scatheless, and whose little children are straight of limb, and upright of carriage, and have the freshness of health in their faces. Let those who, in Savage Landor's phrase, are "warming both hands before the fire of life," bear in remembrance those who have only one hand to be warmed.

HER MAJESTY QUEEN ALEXANDRA, Patron of the Alton Cripples' Hospital, has written expressing "HER SINCERE SYMPATHY AND APPROVAL OF THE SCHEME OF EXTENSION," and has graciously allocated the sum of £250 from the Annual Rose Day Collection as a contribution to the Sandy Point Fund.

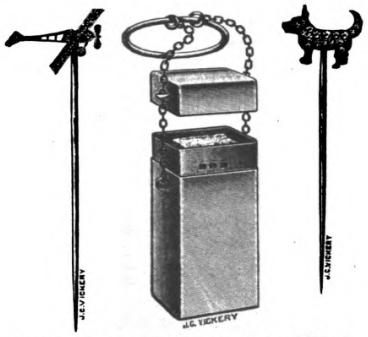
H.R.H. PRINCESS ARTHUR OF CONNAUGHT has graciously consented to act as President, and the Rt. Hon. The Lord Mayor (Sir Horace B. Marshall, LL.D.) as Chairman of the following Appeal Committee: Rt. Hon. C. Addison, M.D., M.P., W. B. Atkinson, Esq., J.P., Lady Betty Balfour, the Mayor of Basingstoke, the Marchioness of Bath, Hon. Hubert Beaumont, the Countess of Brassey, Rt. Hon. Lord Burnham, Lady Burnham, Viscountess Cave, Rt. Hon. Sir Edward E. Clarke, K.C., W. H. Coats, Esq., the Lady Colwyn, Lady Cooper, the Marquess of Crewe, K.G., the Countess Curzon of Kedleston, Lady Agnes Durham, Rt. Hon. W. Hayes Fisher, M.P., Lady Scott Foster, Lady Hain, Rt. Hon. Viscount Hambleden, Sir Heath Harrison, Bt., the Mayor of Harrogate, William Hartmann, Esq., J.P., the Marchioness of Lincolnshire, the Marchioness of Linlithgow, Rt. Hon. and Rt. Rev. Lord Bishop of London, D.D., K.C.V.O., Sir William Lorimer, LL.D., the Countess of Macclesfield, Lady Maclay, the Duchess of Marlborough, Lady Michelham, Henry Mills, Esq., J.P., L.C.C., John H. Morgan, Esq., C.V.O., F.R.C.S., Rt. Hon. Lord Moulton, F.R.S., K.C.B., G.B.E., the Duchess of Norfolk, Sir William B. Peat, the Countess of Pembroke and Montgomery, W. Pett Ridge, Esq., Mr. Ald. H. R. Pink, J.P., the Countess of Plymouth, the Duchess of Portland, the Mayor of Portsmouth, the Mayor of Southampton, Millicent Duchess of Sutherland, the Marchioness of Titchfield, the Lady Tredegar, the Mayor of Winchester, Sir Alfred Yarrow, Bt., Ald. Sir Joseph Savory, Bt., Ald. Sir Walter H. Wilkin, K.C.M.G., Ald. Sir Alfred J. Newton, Bt., Ald. Sir Marcus Samuel, Bt., Ald. Sir William P. Treloar, Bt., Ald. Sir George Wyatt Truscott, Bt., Ald, and Colonel Sir Charles C. Wakefield, Bt., Ald. and Col. Sir William H. Dunn, Bt., Ald. Sir Edward E. Cooper, Ald. Sir George Touche, M.P.

More than £2000 has already been contributed or promised, but it is earnestly hoped that the further sum of £18,000 required to complete the scheme will be quickly forthcoming, in order that the seaside branch of the Cripples' Hospital may be open and ready for the reception of little crippled children in the early spring.

Donations for the Sandy Point Branch of LORD MAYOR TRELOAR'S CRIPPLES' HOSPITAL, Alton, will be gratefully acknowledged by Sir William Treloar, Bt., at the London Office, Moorgate House, 61, Moorgate Street, London, E.C. 2.

Christmas in the Shops.

NO one who wants to be quite up to date in Christmas giving will neglect a visit to J. C. Vickery's delightful establishment, 177 to 183, Regent Street. They seem to have penetrated the future, so many are the things that will rejoice the hearts of men once more entering civilian life and craving for its nice things. Tie-pins are a case in point—very much in point! A lovely little diamond model of an aeroplane will appeal to a man who has had to do with the newest arm of our Services. Another is a model of a West Highlander, which is an embodiment of "Tails up" that will make a general appeal. Man or woman will be hard to please who would not like a handsome tortoiseshell, gold-mounted cigarette-tube in a crushed-morocco case. Sugar-boxes are still in use, and sweetness once again pours in upon



Pins for Men and a Sugar-Box for a Lady.—At Vickery's.

us; they will be valuable souvenirs of a bad time when it had too long drawn out. One in silver, fitted with a ring for the finger, is decidedly characteristic; others there are for two kinds of sugar; and some have the magic word on the lid. Undoubtedly there will be some shooting parties this Christmas—may not the noble long-tail be sent couponless to friends? Vickery's thin case containing ten ivory tablets for drawing positions will make an appropriate present. There are some seventeenth-century period lacquered writing-sets and clocks in Japanese style that will make lovely gifts out of the ordinary way. There is a mass of all kinds of lovely gifts to select from at this well-known and equally well-esteemed establishment.

The pen to make the ready writer is a really good Christmas gift. A pocket self-filling type of Waterman's Ideal will turn the most stiff-jointed into a model correspondent for the very pleasure of using it. Women, whose pockets—from the male point of view are



A Practical and Pretty Present.—Waterman's Ideal Fountpen.

curiously placed, often prefer the Safety Pen; but, whatever the type—from the Regular at 10s. 6d. and upwards, to the Safety and Self-Filler at from 15s.—if it be a Waterman's Ideal, it is a real ready writer, and a present that is sure to be welcomed and which will soon become a real friend to its recipient.

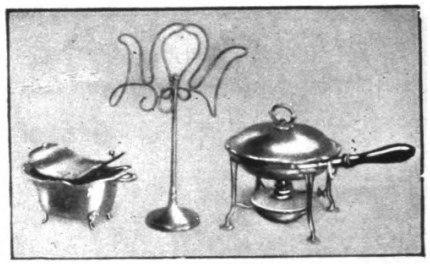
When there is tremendous scope for choice of gifts, as at Waring and Gillow's great establishment in Oxford Street, it may be useful to single out a very few of the things which are of special value. Our illustrations are of an electro-plated double biscuit-box, the price of which is £3; a silver-plated news-stand, for convenient use at the breakfast-table, for 16s. 6d.; and a most useful and handsome electro-plated chafing-dish, by means of which fuel may be substantially saved, the price being £7 10s., and all will be welcome presents. A very quaint and practical hot-water jug to hold a half-pint is obtainable for £1 10s. Punch or rose bowls will be favourite gifts. Of these there is a good choice at Waring's. One in good plate, with several antique coins inlaid, costs £4; it is 7½ in. in height and 10½ in diameter. Another, with handles and 2½ in. higher, is the same price. Early morning tea-sets are quite a speciality. The Tudor set is in self-colours. A useful gift is a comfortable and handsome chair; such a one is the "Hughenden," well upholstered and covered in damask, at £11 18s. 6d. Imitation lace filet bed-spreads at 18s. 9d. the single bed, and £1 5s. 6d. the double, will find many purchasers. A most useful and handsome gift is a newspaper-stand for the breakfast or lunch table, silver-plated, at 16s. 6d.



A Beautiful Watch.—Mappin and Webb.

There can be no doubt that jewellery will be a favourite gift this Christmas, for it will be a souvenir season and the significance of its presents will last for long. Mappin and Webb—in their fine jewellery departments at 158-62, Oxford Street; 177, Regent Street; and 2, Queen Victoria Street—are prepared with a very great variety of lovely things. A cluster diamond pendant on platinum, small and round, but very beautiful, would be a nice memento of Peace Christmas. Specially lovely square emeralds or sapphires set with diamonds as rings are remembrances of the right kind for a great time. A wristlet watch set in diamonds on a moiré band is a nice way of setting a golden milestone in life's way. Very lovely is one of the new long-shaped diamond brooches with a line of square-cut diamonds in the centre above a lovely scroll-like design. Another coveted jewel is one of the new oblong brooches in which sapphires are combined with diamonds in a most fascinating and effective way.

[Continued overleaf.



Useful Gifts: Double Biscuit-Box, News-Stand and Chafing Dish.—Waring's.



Harrods Christmas Book Free!

Harrods

SHIRTWEAR

THE comfort, fit, and "set" of a Harrods Shirt are no mere accident; they are the outcome of the care, skill, and understanding that have gone to its making; they are valuable "extras" which you do not pay for.

TAFFETA SHIRTS Light in weight, suitable for all but coldest days, soft and unshrinkable, excellently made and finished. Double cuffs. Each 12/6

WINTER UNION FLANNEL In superior quality Union Flannel, warm, comfortable, and splendid wearing. Guaranteed thoroughly shrunk. Soft finish, neat stripes, with single or double cuffs. Each 10/6

PYJAMAS

In "Lista" rich Twill Silk. A charming selection of stripes or plain colours—blue, pink, helio, or white. Plain Fronts ... 42/-
In "Twillspun."... A heavier quality silk, suitable for present wear, in stripes or plain colours. Smartly trimmed braid fronts 50/-
Harrods Pyjamas are stocked in SIX SIZES, including extra long leg, extra long sleeve, short leg and short sleeve, thus providing a perfect fit for every figure.

SCARVES

Extra wide Loose Knitted Wool Scarves, fringe ends. In natural only ... 21/-
Natural Camel Hair Tubular Wool Scarves. Full size ... ... each 10/6

DRESSING GOWNS

Camel Colour Fleecy Gowns. Soft, light, and warm, trimmed cord edge ... 65/-
Foulard Silk Gowns. Very convenient for packing. Handsome Paisley designs or plain colours 75/-

HOSE

Knitted Half-Hose, heavy weight, in natural, grey, heather mixtures ... ... Pair 5/6
Angora and Camel Hair ... Pair 7/6

UNDERWEAR

Natural Chamois Underwear, windproof, washable, very warm and durable.
Vests, long sleeves, 50/-; larger sizes, 55/-. Shorts above knee, double band at front, 42/6; larger sizes, 45/6
In Winter weight pure Natural Wool.
Vests, long sleeves, 14/6, 17/6, 21/-, 26/6 each; Trousers, 15/6, 18/6, 22/6, 27/6 each. Larger sizes, 1/- and 2/- extra.

COLLARS

Harrods "New Tiverton." Square corners. A distinctive, comfortable shape, ample tie-opening. Band 1⅞ in. at back; 1½ in. at front. Outside depth, 1⅝ in front. Per doz. 8/6
"St. Andrews." Round corners. Lock front. The band is narrower than the outside. All the smartness of a deeper collar with greater comfort. In two depths, 1⅛ and 1½ in. ... ... Per doz. 8/6
(½ sizes 14½ to 16½ in., ½ sizes 14 to 18 ins.)

SLIPPERS

Folding Pocket Slipper. All leather, warm lined. Colours: Red, purple, dark blue, brown, green, and black 16/9
Cosy Camel Hair Slippers. Fleecy lined, felt and leather outer sole. Natural colour. All sizes. Per pair 7/6

HARRODS Ltd Woodman Burbidge Managing Director LONDON SW 1

Robinson AND Cleaver's

Fancy Goods for Christmas Gifts.



LINEN NIGHTDRESS CASES.
No. G 20.—Hand Embroidered on fine linen Each 13/6



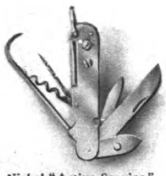
Useful shopping bag in soft leather, outside pocket. Black only 6/6

Write for illustrated Christmas Gifts Catalogue. Sent post free on request.

ROBINSON & CLEAVER, LTD.,
The Linen Hall, Regent Street,
LONDON,
W. 1.



Ladies' Silk Hand Bag, with Finest Tortoiseshell Frame.
£10 10 0



Nickel "Active Service" Knife.
Best Quality Steel.
£1 5 0



Ladies' Workbasket, Ivory fittings.
£2 5 0

BY APPOINTMENT

Christmas Gifts

JEWELLERY
SILVERWARE
PRINCE'S PLATE
TORTOISESHELL
LEATHER GOODS

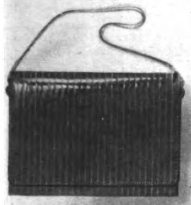
Early Inspection Invited.

Gift Catalogue Post Free.

MAPPIN & WEBB
LTD.



Fine Velvet Jewel Case, Seal lined, with Extending Trays.
10 × 7 ins.
£5 5 0



Patent Black Leather Hand Bag, Lined Silk, with Inner Division.
8½ × 6½ ins.
£5 15 0



Half-size Treasury Note Case, in Seal, with Silver Mounted Corners,
15/6
with Solid Gold Corners,
£1 15 0



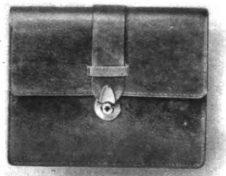
Finest Ivory Military Hair Brushes, Concave Backs, Tortoiseshell Comb. Hat or Cloth Brush to match. Complete in Case.
£10 10 0



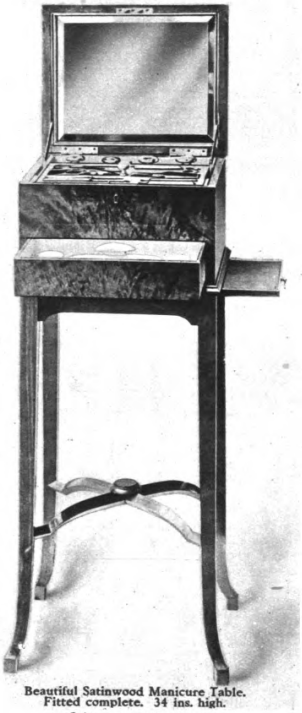
Coromandel Wood Cigar Box, Solid Silver Handle and Corners
10 × 6 ins.
£8 10 0



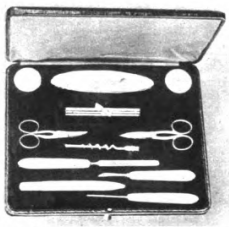
Finest Tortoiseshell Nail Polisher complete with Tray.
Length, 5 ins.
£7 10 0



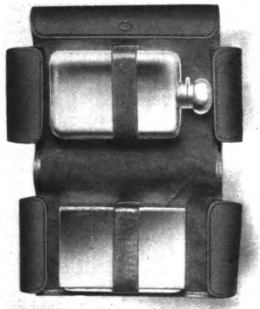
Finest Pigskin Writing Case (size for official paper).
12 × 9½ ins. **£5 5 0**



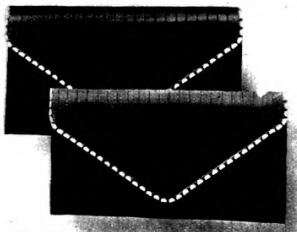
Beautiful Satinwood Manicure Table. Fitted complete. 34 ins. high.
Prices on application.



Ivory Manicure Set, with Finest Steel Instruments. 10 × 8 ins. **£4 10 0**



Solid Silver Flask and Sandwich Box, in Pigskin Case. Size closed, 4¼ × 3¼ × 1¼ ins.
£10 10 0



Patent Black Leather "Pochette" Hand Bag, with Silver Clip Mounts, lined Silk. 7½ × 4 ins.
£2 2 0

Mappin & Webb LTD.

Silversmiths to His Majesty King George V.

172, Regent St., W. 1. 158-162, Oxford St., W. 1. 2, Queen Victoria St., E.C. 4.

Manufactory and Showrooms: The Royal Works, Norfolk Street, Sheffield.

PARIS. ROME. MONTREAL. JOHANNESBURG BUENOS AIRES. RIO DE JANEIRO. SAO PAULO

Christmas in the Shops—Continued.

This will be a Liberty Christmas, and Liberty's are ready for it with all sorts of pretty things at all sorts of prices. Princes of finance can find gifts at this world-famous establishment as well as the ordinarily endowed present-giver. There are charming calendars, beautifully printed in colour, for half-a-crown; that which we illustrate shows Cripplegate, and others give various well-known bits of London. There are numbers of bags, beaded and plain. One which is useful and ornamental in an everyday capacity is the boat-shaped knitting-bag which is illustrated, and run on rods to keep it rigid; in colour-printed Shantung silk, lined with cotton, it costs 17s. 6d. In Liberty's own artistic jewellery there is a fine choice of gifts, many at very moderate prices. There are brushes, combs, hand-glasses, and there are vases, bowls, and jugs in English pewter—all of them very attractive. Brocaded and silk crêpe scarves will be most acceptable gifts; these are in great variety and beauty. Cushions of various shape and covered in lovely Liberty fabrics are in special demand. With war over, women want to cheer their rooms up, and these are an effectual means to that end. For men there are ties in Rani satin in many colours and patterns; and there are beautiful silk handkerchiefs of many kinds. Liberty's are specialists in little dainty Oriental gifts of many kinds, such as inlaid and painted boxes, boxes of antimony which look very handsome and hold stamps or pens.

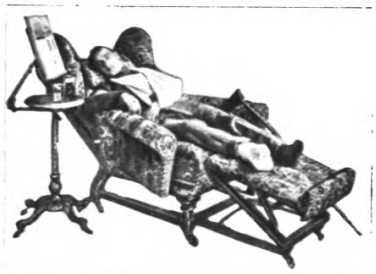


A Beautiful Coloured Calendar.—Liberty's.

In our thoughts of Peace Christmas we must turn the tenderest of them to those wounded in war. At Carter's wonderful establishment at the corner of New Cavendish Street and Great Portland Street I studied many things to make for the comfort and convenience of the wounded and the sick. The amount of study given by this firm of world-wide reputation to these matters must have been stupendous. The fact is that improvement has succeeded improvement throughout over seventy years. Invalid chairs, self-propelling chairs, tricycle-chairs that go along famously by arm-work, bed-tables, reading-stands adjusted by a touch, spinal carriages for those who must for a time lie flat, adjustable couches and reclining chairs, useful and practical bed-tables, bath-chairs and invalid carriages, are in endless variety. They are for outdoor or indoor use.



A Spacious Bag.—Liberty's.



The Ideal Present for a Hero.—Carter's.

The thousands who yearly welcome Pears' wonderful "Annual" will be thoroughly pleased with it this year, the contents are so varied and good. There is a story by Sir A. Quiller-Couch, one by Max Pemberton, one by David Whitelaw, and others by well-known authors; and there are three presentation plates—"Apollo and Daphne," from the painting by Henrietta Rae; and "The School Door" and "The Cottage Door," reproductions in colour of the two pictures by F. Wheatley. These are enviable possessions. There is also an art supplement: "Christmas Fancies," drawn by Claude A. Shepperson.

Every one knows that Burberrys' fine house in the Haymarket is the place to purchase up-to-date, smart, styleful, business-like, and weather-proof garments. For Christmas, however, Burberrys have lots of things that are dainty, useful, becoming, and make charming gifts. Spun-silk coats are smart and dressy, in lovely shades, with a handsome printed pattern set deeply round the long basque; the square collar and the cuffs either in contrasting or harmonising tone, such as wine-colour on fraise, black on lichen-green. Silk scarves are also useful presents. A very wide choice is offered in dainty crêpe-de-Chine blouses in all the newest shades, and in ivory and pure white.

(Continued overleaf.



A Lovely Fur Gift.—Burberrys

Rhymes of the Times.



Now Simon met another pieman,
Coming from the fair;
Said Simple Simon to that pieman,
"Let me taste your ware."
The pieman said to Simple Simon,
"Pie-vending does not pay.
A charming soap I sell instead—
It's 'PRICE'S COURT BOUQUET.'"

PRICE'S COURT BOUQUET COMPLEXION SOAP

The Charm of Court Bouquet lies in the velvety nature of its lather and the naturalness of its perfume. It is made by

PRICE'S, BATTERSEA, S.W. 11.

Craven MIXTURE

has held the respect of the Critic for over 50 years.

To-day, there is no finer tobacco to grace the bowl of the most fastidious smoker. It is Cool, Fragrant, and delightfully mellow.

2/2 per 2 oz.

Made by CARRERAS, Ltd., 55, Piccadilly, London, W. 1. Est. 1788.

GIFTS



IN SILVER

WARING & GILLOW LTD.
164-180 OXFORD ST. LONDON. W.

The latest step in the evolution of the perfect safety razor is adjustability.

"VALET" AutoStrop Safety Razor

This razor has won the premier position in the world's markets and in the Navy and Army as the *only* razor that "strops itself." To this unique feature is now added the advantage of instant adjustability. By a touch on the adjusting lug you can vary the distance between the blade and the guard with supreme precision and accuracy, adapting the setting according to the toughness of your beard or the tenderness of your skin.

A superkeen blade and the means of automatically stropping it—a well-finished razor frame which has no loose parts and can be cleaned by just a rinse and a wipe—these features, combined with adjustability of the blade, produce the nearest possible approach to perfection in the present "Valet" razor.

THE STANDARD SET consists of heavily silver-plated self-stropping "Valet" Safety Razor, twelve genuine "Valet" Blades, and "Valet" strop; complete in handsome case **21/-**

Of all high-class dealers throughout the world.

The AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C. 1.
And also at New York, Paris, Milan, Sydney, Dublin, Toronto, &c.



The word "Valet" on Razors, Strops, and Blades indicates the genuine product of the AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C.1.

Christmas in the Shops—Continued.

This will be a Christmas of good gifts to mark the great good gift of peace. The Goldsmiths and Silversmiths Co. will be a favourite place to find them. A lovely gift, and one that is keenly appreciated, is a diamond-set wristlet-watch. Of these the Goldsmiths and Silversmiths have a remarkable stock. They are of their own make, thus saving the heavy tax on imports. So much foresight has been exercised about them that a watch is sold by them at £150 which would otherwise cost well over £200. In the matter of pearls too the company is singularly well equipped for a busy time. Pearls will, it is believed, be a very favourite gift, as they are appropriate for a peace souvenir.



MACHINE-GUN CORPS BADGE. Goldsmiths and Silversmiths Co.



DIAMOND-SET WRISTLET WATCH.—Goldsmiths and Silversmiths Co.

It may be in years to come that a fine string will be pointed out as one bought at the Goldsmiths and Silversmiths by grandpapa for grandmamma to mark the close of the Great War. There are neat little strings for children at two guineas, and thence they mount in price to £50,000, if required. A handsome and effective



DIAMOND INITIAL WRISTLET.—Goldsmiths and Silversmiths Co.

necklet can be bought for £1200. In the matter of smaller presents there is any amount of choice at this great establishment. Whatever it is, the giver has the satisfaction of knowing that nothing better of its kind can be made, and that it is the utmost value for its cost.

Those who like to please home-lovers—and they are many—know that they can nowhere find a larger selection of useful gifts for the home at most reasonable cost than at that celebrated "Home Beautiful" firm, Williamson and Cole, 26-30, High Street, Clapham, S.W. A mahogany card-table of fine wood, with moulded legs and top, giving a really good finish, at seven guineas, is a present sure to please. There are many and most comfortable and styleful chairs and settees, upholstered for real cosiness and beautifully covered, at varied prices. Down quilts are a speciality of Williamson and Cole, and the range is wonderfully wide. A personal touch can be given to a present of a down quilt by having the recipient's monogram embroidered on a self-coloured cover.



GIFT FOR THE HOME BEAUTIFUL. Williamson and Cole.

In these stressful times our troubles are not over with the war, albeit our worst anxieties are at rest; our hair plays us false, and comes out in a way that troubles us gravely. The truth is that we have not given it a chance. We let it bear the strain without help when help was so easy. We had only to get a bottle of Edwards' famous Harlene from any chemist, or from the manufactory, 20, Lamb's Conduit Street, W.C. 1, and do a daily hair-drill therewith. Men, and women too, who have been obliged to wear their uniform caps all day want Harlene Hair-Drill badly, and should have it at once to prevent the damage going further. It is prepared in ways that make it very convenient to carry about.



TO PRESERVE A WOMAN'S GLORY AND A MAN'S YOUTH.—Harlene.



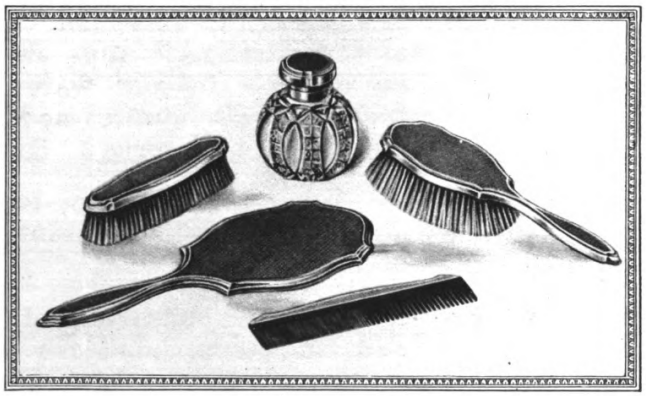
AQUAMARINE AND DIAMOND PENDANT. Charles Packer.

Badge-brooches are just as popular gifts as ever, for, if war is over, the mammoth Army and the great Navy and the fine Air Force are all in being, and will so remain until the Huns' undoing for further mischief is complete. This being so, it is good news that the old-established, favourite, and up-to-date firm of Charles Packer and Co. continue to supply these badges in gold and enamel, in neat velvet-lined cases, for £2 2s. They make charming presents. The one illustrated is the Royal Air Force badge; the firm are making a speciality of it in very fine aquamarine-and-diamond drop necklets at the moderate cost of £35. They are most effective, and the aquamarine is not only lovely, but is looked upon as lucky. There are very pretty wristlets of black moiré fastened with a letter, any from A to Z, in diamonds. These make presents that have a special significance. Messrs. Packer's address is 76, Regent Street, W.



ROYAL AIR FORCE BADGE.—Charles Packer.

The great favour won by Zenobia perfumes is due to their convenience as well as to their lasting quality. A touch on the handkerchief, dress bodice, or sachet from the glass stopper gives just the requisite odour: if it is lily-of-the-valley, it seems that there must be a bed of these odorous and lovely flowers near. The prices for these dainty, diminutive bottles of condensed perfume are 3s., 6s., and 12s. 6d. They can be obtained of all perfumers, stores, and chemists—a list will be sent by Zenobia, Ltd., Loughborough, Leicestershire.



Solid Silver Engine-turned Foxhead Plain Shaped Chippendale Border Toilet Set.

Hair Brush	£4 12 6	Comb	£2 2 0
Hat Brush	£2 2 0	Scent Bottle	£3 17 6
Hand Mirror	£9 0 0		

BY APPOINTMENT
Jewellers to H.M. the King.

Christmas

THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, if possible, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

Selections will be sent for approval if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

WARNING

The Goldsmiths and Silversmiths Company have no branch establishments in Regent Street, Oxford Street, or elsewhere — in London, or abroad — only one address: 112 Regent Street, London, W. 1.

THE
GOLDSMITHS & SILVERSMITHS
COMPANY LTD.
with which is incorporated
The Goldsmiths Alliance Ltd. Estd. 1751.

112 REGENT STREET, LONDON, W. 1



INFLUENZA!

"If persons entering densely crowded underground lifts and cars were to keep their mouths closed—by preference upon an antiseptic lozenge . . . the spread of influenza would be much abated."—A physician writing in "The Lancet."

"Having tried all the B.P. and proprietary antiseptic lozenges, I have been reduced to one, and one only—Formamint Tablets."—A Physician writing in "The Practitioner."

Act on this hint to-day. Buy a bottle of Formamint—carry it in your pocket or hand-bag—and suck a tablet whenever you enter a crowded germ-laden place. This will protect you, not only against Influenza, but also against Sore Throats and Colds, etc.

But be sure you get *genuine* Formamint—sold by all chemists at 2/2 per bottle, and manufactured solely by Genatosan, Limited (British Purchasers of The Sanatogen Co.), 12, Chenies Street, London, W.C. 1. (Chairman: The Viscountess Rhondda.)

Protect yourself by taking

Formamint

THE GERM KILLING THROAT TABLET.



GONG SOUPS

overcome war-time difficulties. They are easy to prepare, nutritious and inexpensive. They save time and the trouble of obtaining ingredients, which may be difficult to buy in many localities, and are expensive in others.

Gong Soups can be made perfectly by anyone. The ingredients are carefully selected, flavoured and mixed. All that remains to be done is to add water, simmer for 15 or 20 minutes according to directions, and serve.

Gong Soups help to fill the gap caused by the present shortage of meat.

A stew consisting of potatoes and Gong Soup makes a satisfying meal.

12 VARIETIES 2d. PER PACKET.

Scotch Broth
Mock Turtle
Pea
Mulligatawny
Lentil
Kidney



Ox Tail
Thick Gravy
Celery Cream
Green Pea
Hare
Tomato

Sole Proprietors and Manufacturers:
OXO Limited, Thames House, London, E.C.4.

THE PLAYHOUSES.

"JOLLY JACK TAR." AT THE PRINCE'S.

WHAT one likes about "Jolly Jack Tar," as about all honest straightforward melodrama, is that there is no nonsense of psychological subtlety confusing its appeal; here is a play about British heroism at sea, and in the Great War, which goes plump for the fighting—chiefly at Zeebrugge—and for the enemy in all his ugly manifestations. And it chooses for its hero no dandy lieutenant or star-adorned admiral, but a seaman almost middle-aged, who, in love and battle alike, lives up to the jollity of the title. In a sense, it is true, Ben Bartimus, boatswain and mate, had enjoyed unusual experiences, for he had shared in the voyages of Drake and Raleigh before he found himself on the famous Mole.

Ben's earlier appearances in English history are illustrated by means of the cinema, which affords us visions in moving pictures not only of Drake at his game of bowls, and a rather grim-visaged Queen Bess, but also of the last fight and death of Nelson. Despite, however, these imposing preliminaries, it is a very characteristic and modern Tar whom we see courting his widow. Swimming out to the ship German spies try to prevent his being able to join, foiling the Hun who has placed a time-bomb in the captain's cabin, grappling with enemies galore on the Mole, cheering up fellow-prisoners in their place of torture, and escaping to freedom and the honour of the Victoria Cross—all this adventure is sterling good stuff; and during the course of its episodes Mr. Ambrose Manning, as Ben, alternates broad comedy, gallantry, and gentleness in the proportions we like to think typical of our "jolly Jack Tars." His is the lion's rôle; but Mr. Charles Rock and Mr. Sam Livesey are given scope, as the two German spies, to put plenty of vigour into their scenes; and the authors, Mr. Seymour Hicks and Mr. Arthur Shirley, have not forgotten passages of humour for Miss May Beatty's buxom and genial widow. Interludes of song and dance get as little in the way of the plot as the "movies" or the picturesque mounting; and the whole combination, rather unique for the way in which many ingredients are happily blended, can be recommended without reservation to the hosts of playgoers who have a relish for melodrama.



LT. G. B. CAMERON, M.C., East Yorks Regt. Son of Major and Mrs. Cameron, of Keith, N.B. Killed in action.

LIEUT. HERBERT B. BIGGS, M.C., R.N.V.R. Killed in action. Had been awarded Military Cross.

LIEUT. C. H. TROTTER, Alberta Dragoons, and R.A.F. Son of the Rev. J. C. Trotter, Ardrahan. Killed night-flying.

CAPT. GEOFFREY L. MAULE, R.A.M.C. Son of the late Dr. William Maule, and Mrs. Maule, of Birkdale. Died on active service.

LT. J. NORMAN ROSTERN, Manchester Regt. Son of Mr. Joseph Rostern, Chief Goods Manager, Great Central Raily.

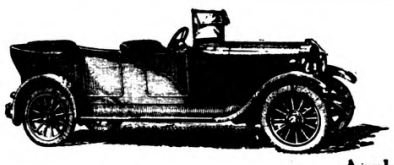
ON THE ROLL OF HONOUR.

Photographs by Martin and Sallnow; Bacon and Sons, and Field.

"US." AT THE AMBASSADORS.

The revues in which Miss Lee White figures, the latest of which, "Us," is modestly described as a "song-show," bear a strong family resemblance; but just as it is only to strangers that members of one family seem alike, so friends and admirers of the popular actress will doubtless discover plenty of differences between the new show at the Ambassadors and its predecessors elsewhere, and may well reckon this youngest to be the best and brightest of the series. Certainly it gives Miss Lee White herself innumerable chances for the display of her quiet humour and dainty vocalisation, and it abounds in rag-time melodies of marked variety. Such a turn as "He 's coming home" may confidently count on favour, though the "Peach" song is sure to run it close in popularity, as well by reason of its taking lilt as because of the exquisite "Peach Garden" ballet with which it is associated; and there is certainly one other scene, picturing a couple's reconciliation after the four years of war, which will afford general delight, so prettily does the leading player rise to her one chance of revealing sentiment.

But, though Miss Lee White's gracious personality pervades the show, "Us," as indeed the title would seem to demand it should not be, is very far from being a one-part or one-performer show. Miss Betty, for instance, makes a hit as a call-boy; the "Eclair Twins" are full of high spirits; Mr. Monk Wolfe, Mr. Bob Cory and Mr. Clay Smith do each their bit; and if there were nothing else, instead of an abundance of good things, to please, a visit to the Ambassadors just now would be worth while, if only to watch Mr. Bert Coote's pantomime in the restaurant scene, where the couponless character he represents watches in despair a luckier diner consume what should have been his meal.



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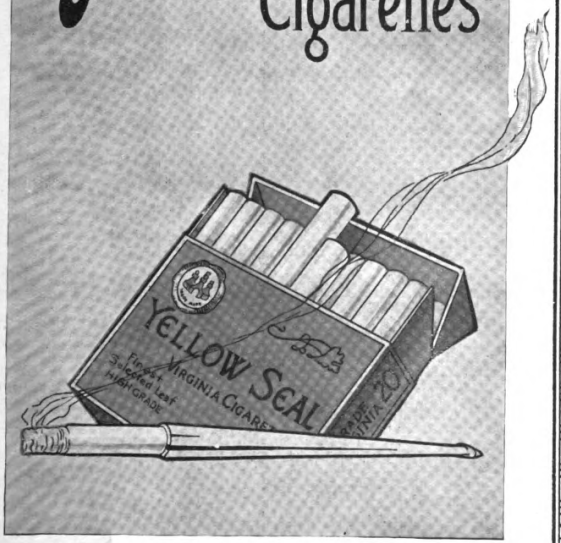
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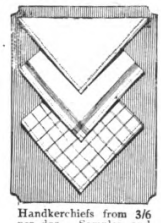
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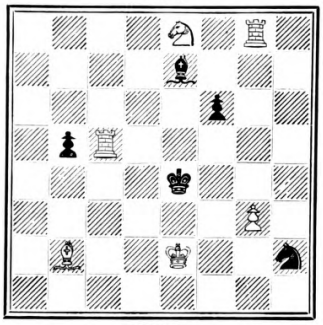
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CHESS.

To Correspondents. *Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

PROBLEM No. 3799.—By W. Winter.

BLACK.



WHITE.

White to play, and mate in two moves.

Mrs. Baird (Paignton).—We regard your revival as quite an interesting event in the chess world. Your problem shall appear, as you suggest.

W Langstaff (France).—We will examine your problems, and report at an early date.

M L Pence.—Your contributions are always welcome.

H J M.—Thanks for problem. What has become of you?

J Green (Boulogne).—The solution is 1. K to Kt 7th, B takes R, 2. Q to B 8th (ch), B takes Q, 3. Kt mates. We happened to know the problem, otherwise we cannot undertake to solve problems for correspondents.

N C P (France).—We are pleased to hear from you again, and thank you for your good wishes. We should like to see some of the games played to the music of the guns, but presume most of them are of a very elementary type.

Correct Solutions of Problem No. 3796 received from E Annable, J J J (Athlone), and J Green (Boulogne); of No. 3797 from J Green, J Isaacson (Liverpool), J C Gemmell (Campbeltown), D E Smith (Croydon), Jacob Verrall (Rodmell), F G Rayner, and W Langstaff (France).

Correct Solutions of Problem No. 3798 received from F G Rayner, J Green, A H H (Bath), J Fowler, H Grasett Baldwin (Fernham), J C Stackhouse (Torquay), R J Lonsdale (New Brighton), and P Arnold.

Solution of Problem No. 3797.—By W. A. Shinkman.

WHITE	BLACK
1. Q to Kt sq	Q to R 4th (ch)
2. B to R 6th (ch)	Q to K 8th
3. Kt to B 3rd (mate).	

If Black play, 1. R to Kt 8th, 2. B to K 2nd (ch); if 1. Q to Q 5th, 2. Kt to B 3rd (ch); and if 1. Kt to Q 5th; then 2. Q takes Kt (ch), etc.

CHESS IN AMERICA.

Game played in the Championship Tournament of the Western Chess Association at Chicago, between Messrs. J. S. Morrison and Edward Lasker.

(*Ruy Lopez.*)

WHITE (Mr. M.)	BLACK (Mr. L.)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. B to Kt 5th	P to Q R 3rd
4. B to R 4th	Kt to B 3rd
5. Castles	B to K 2nd
6. R to K sq	P to Q Kt 4th
7. B to Kt 3rd	P to Q 3rd
8. P to B 3rd	Kt to Q R 4th
9. B to B 2nd	P to B 4th
10. P to Q 4th	Q to B 2nd
11. Q Kt to Q 2nd	Kt to B 3rd
12. P to Q 5th	

The play has proceeded so far on orthodox lines, but it now begins to take a lively turn.

12.	Kt to Kt sq
13. P to K R 3rd	P to R 3rd
14. Kt to B sq	P to Kt 4th

Black here institutes an attack on the King's wing, and the way White parries it is an interesting study.

15. P to K Kt 4th	P to K R 4th
16. K Kt to R 2nd	P takes P
17. P takes P	Kt to Kt sq

Although Black has gained a clear Rook's file against the Castled King, the rest of his pieces are so hampered by White's excellent disposition of his Pawns that the defence can now boldly transfer operations entirely to the other side of the board without any danger.

18. Kt to Kt 3rd	Kt to Q 2nd
19. Kt to B 5th	Kt to B sq
20. P to R 4th.	

WHITE (Mr. M.)	BLACK (Mr. L.)

A clever counter-stroke breaking up all Black's defensive.

20.	P to Kt 5th
21. P takes P	P takes P
22. P to R 5th	P to B 3rd
23. B to R 4 (ch)	K to B 2nd
24. B to K 3rd	B takes Kt
25. B to Kt 6th	Q to Kt sq
26. K P takes B	B to Q sq
27. B to K 3rd	Q to B 2nd

B takes P clearly loses the exchange.

28. R to B 6th	R to Kt sq
29. Q to K 2nd	Kt to Q 2nd
30. Q takes P	Kt to B 4th
31. B takes Kt	P takes B
32. P to Q 6th	

Black is compelled to take the Pawn, and defeat is inevitable in one ways than one. White, however, takes the smartest road to victory.

32.	Q takes Q P
33. Q R to Q sq	Q to B sq
34. R to Q 7 (ch)	B to K 2nd
35. R to Q 5 (ch)	K to Kt 2nd
36. R takes P	Q to K sq

Mate follows on the move if the Rook is taken. The ending is well played by the Canadian master against a redoubtable antagonist.

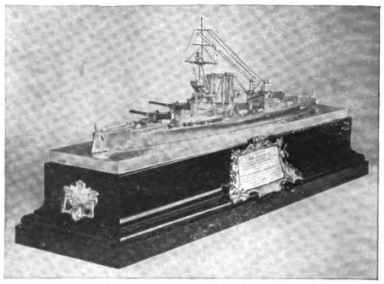
37. Q to Q 6th	P takes R
38. P to B 6th (ch)	K to B sq
39. P takes B (ch)	K to Kt 2nd
40. Q takes P (ch)	Resigns.

BOOKS WORTH READING.

Mockery : A Tale of Deception. Alexander Macfarlane. 6s. net. (*Heinemann.*)
The Candle of Vision. "A. E." 6s. net. (*Macmillan.*)
The International Relations of the Chinese Empire. (Vols. III. and IV.) Hosea Ballou Morse. (*Longmans.*)
Spiritualism : Its History, Phenomena, and Doctrine. J. Arthur Hill. 7s. 6d. net. (*Cassell.*)
America's Day. Ignatius Phayre. 12s. 6d. net. (*Constable.*)
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There is one thing about which a man hesitates greatly to trust his wife. Many things she may choose for him, but she must prove her ability to buy his cigars! Women know well that there is no present that a man appreciates so much as a box of good cigars. There is a way out of this complex matter, even when the men are still serving by sea or land and cannot choose for themselves, also when they are at home and the present is to be a surprise. In any doubt play "Corona," because all connoisseurs in cigar-smoking know them to be quite according to Hoyle. There is a choice in them of four sizes, and women are observant enough to know which size suit their men. There are also the brands "Bock," "Cabana," "J. S. Murias," which carry with them similar conviction of rare excellence. A man would rather have a box of any of these than several boxes of brands unknown and greatly less suited to the cultivated smoker's taste. A hint to the wise is that such gifts must be purchased in good time to secure these special cigars, which are supplied by every tobacconist of standing. "Henry Clay," "Carolina," "Flor de Cuba," "Pedro Murias," "Rosa de Santiago," "Villar-y-Villar," and "Manuel Garcia" are others of a series that will ensure their own most warm welcome to whoever they are sent.



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Académie des Sciences (Paris, June 28, 1909)
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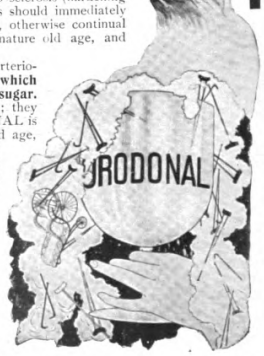
Why is it that so many women look old before their time? The trouble is not due to superficial causes only, for grey hair, flaccid tissues, increasing stoutness, discolouration of the skin, blemishes, wrinkles, etc., etc., are all caused through poisoning of the blood, especially with uric acid, which is the cause of premature old age and arterio-sclerosis, the numerous symptoms of which commence to appear, viz.: shortness of breath, drowsiness after meals, headache, giddiness, loss of memory, impaired eyesight, palpitation, etc.

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By "ESTELLE."

DO you know what it is like to read a novel—one that begins with a heroine whose charms are not enumerated, but whose personality and environment seem to have some resemblance to your own? And then, on page four or five, to find something of this sort: "Her (the heroine's) hair rippled in soft, shining waves round her delicately tinted face. She had one of those peach-like skins that never seem to roughen or to burn. Her eyes were hidden at the moment under long, silken lashes, but a dimple hovered at the corner of her red mouth, as she pulled a rose to pieces between her white hands"—and so on.

At this point, if you are analytic, you begin to compare this exquisite creature with yourself. With what results? To find that you are hopelessly at a disadvantage, and that you are lucky if you can find one point in your looks that can vie with her fictitious charms. The story loses half its interest; you are no longer identified with the heroine.

But has it ever occurred to you that with a little patience and perseverance, that flowery description, with one or two slight alterations, might be applied to YOU?

YOU CAN'T HELP YOUR FEATURES—BUT you can help your skin, your hair, your hands—and that is something. Look carefully at the description of your heroine. Nothing is said about her features, unless you count a dimple as a feature. Let us be systematic.

Her hair is described as "rippling in shining waves."

YOUR HAIR WOULD BE JUST AS PRETTY if you would shampoo your hair with stallax instead of that common soap or manufactured "wash" that you are ruining it with at present. If, owing to your unkind treatment, it is thin and inclined to split at the ends, you should try this simple home recipe. One package boranium, obtained from any chemist, mixed with ¼ pint bay rum. Boranium possesses wonderful properties of renewing the strength, beauty, and natural colour of the hair. "Perhaps," you say, "this is all very well." Admitted that these preparations make the hair thick and glossy, how can anything but nature, or hot irons, produce "rippling waves"? Have you never heard of silmerine?

A little liquid silmerine applied on the hair before going to bed and brushed out in the morning, will transform your straight locks into the most bewitching tight curls or fascinating "kinks," according to the amount used and your individual tastes.

To return to our heroine. "How can I ever accomplish a peach-like skin," you ask in despair, "and having secured it, how render it impervious to roughness and sunburn? No, it is too much." Nevertheless, there is much TRUTH IN OLD PROVERBS, and when you so glibly quote "Beauty is but skin deep," do you realise that you are stating a solid, undeniable fact—one on which a whole philosophy of beauty has been based?

Below a skin that may be blotched, roughened, and discoloured, is a complexion as clear and as fresh as a little child's. But how remove the ugly outer layer, the pores of which are clogged with waste matter? The skin is a delicate fabric, and no force must be used. Mercolised wax, which contains oxygen, will, if applied like ordinary cold cream, invisibly absorb the ugly outer cuticle, leaving the lovely new skin in all its glory.

To protect this delicate skin from the devastating effects of wind and weather, bathe the face and neck with a little cleminite dissolved in water, which will form the lightest of films over the complexion, at the same time giving it the much-coveted "peach-like bloom."

As to the long, silky lashes, a little mennaline rubbed into the roots of the lashes with the tips of the fingers before going to bed will work wonders. If your hands are not as white as you would wish, a little lemon juice will remove bad stains, and bicrolium jelly will take away all redness and chapping.

A week or two of this treatment will make that description applicable to you. If you sit and pull a rose to pieces, any critical observer will have time to notice charms in you which attract immediate attention, and which will bear the closest scrutiny.



It's all Nourishment

The children must have nourishing food.

FREEMANS DEVONSHIRE CUSTARD is ALL nourishment. You will get the best out of a pint of milk by using it to make the children a dish of this "oh-so-delicious" Food Delicacy. Try it served cold with stewed or bottled fruits, and try it served hot for supper on cold evenings.

FREEMANS DEVONSHIRE CUSTARD is a really economical war-time dish, as delightfully appetising as it is satisfying and nourishing—rich and thick like Devonshire Cream.



Order a large packet to-day and always keep a packet in reserve to make an emergency dish.

It is false economy to neglect nourishing food, so insist on FREEMANS, because it's ALL nourishment.

MADE IN
DELECTALAND
Where Pure Foods come from.

Freemans FOOD PRODUCTS
DEVONSHIRE
CUSTARD

THE WATFORD MFG. CO., LTD.
(Managing Director—G. HAVINDEN),

Boisseliers (Boy-sel-e-a) Chocolates, Vi-Cocoa and Freemans Food Products.

DELECTALAND, WATFORD, ENG.

THE INCOMPLETE WILL.

LIVERPOOL SHIPOWNER AND GIFT OF £70,000.

In August of last year, in celebration of his seventieth birthday, Mr. Joseph Hoult, J.P., a Liverpool shipowner, announced his intention of giving £70,000 to various charities. That amount included £20,000 to be administered by the Mercantile Marine Service Association for the benefit of mercantile marine engineers and firemen.

Mr. Hoult died suddenly soon afterwards, and as it now transpires, before the fund had been transferred. As there was no provision in the will for giving effect to his intention the Mercantile Marine Service Association has not received any portion of the money.

Mr. Scott, the secretary of the Association, states that applications have been received from about 400 apparently eligible and deserving candidates, though under the circumstances the council of the Association have no fund to distribute.

This must be rectified.

A contribution, however small, from every reader of this paper will enable us to provide for these brave and deserving men. You alone know what your share should be—just send it along with the form below!

CONTRIBUTION FORM.

To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL (Incorporated by special Act of Parliament).

In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : , towards the funds of your Association.

Name.....

Address.....

Cheques or Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd," not negotiable.

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ARMORIAL STAINED GLASS. MEMORIAL TABLETS.

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owes its tremendous vitality and petrol-saving qualities to its "nerves"; those multiplied, rubber-insulated, friction-free strands which form its foundation.

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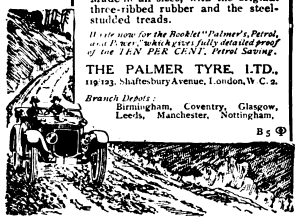
Made in all sizes, with the original three-ribbed rubber and the steel-studded treads.

Write now for the Booklet "Palmer's Petrol and Power," which gives fully detailed proof of the 10% PER CENT. Petrol Saving.

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WITHOUT THE USE OF SOAP WATER OR BRUSH.

Put a Tube in your Kit Bag

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory

From all Chemists, Hairdressers, &c.

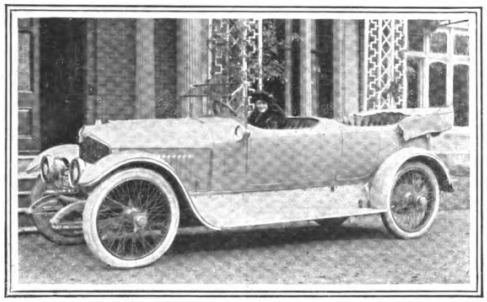
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

OBAYO REAL SARDINES

THE CHRONICLE OF THE CAR.

The Petrol Situation.

It seems as though some further statement is due from the Petrol Controller as to the release of motor-fuel now that the major demands of the Services have undergone drastic reduction. It is understood that the amount of petrol in the country is very large—so large that it will before long begin to tax all the storage resources available to their limit, if the present rate of importation is anything like maintained. It is true that the Controller has promised that the existing restrictions shall be removed as rapidly as possible; but the only earnest of the intention we have so far received is that contained in the assurance that the present microscopic allowances to the civilian motorist *may* be shortly increased, that the business community is to receive first consideration, but that there will be no supplies for ordinary motoring consumption until peace is definitely concluded. Now, the earliest period at which peace can be signed is put at April next, while it may quite easily be June before the effective consummation of the negotiations. That means that a period of from four to six or seven months must elapse before we can get back to our normal motoring activities. If it were only a question of pleasure, or even of mere convenience, it would not matter very greatly. We have been so long without the use of our cars that a month or two more or less would not cause us a great deal of mental distress; but there is far more in the question than this. For one thing, there is an army of men who were chauffeurs before the war and who will presently be coming on the labour market in the natural process of demobilisation, and who cannot be employed in their former situations until the cars they were used to drive can be put into service again. Then, until that time comes it is useless for anyone to take delivery of new or replacement cars; and it follows that, the more delay there is in getting back to normal conditions, the more the motor industry will be hampered in the work of reconstruction. Of course, there may be reasons why we cannot be given petrol until after the Peace Treaty is signed and ratified, but they are certainly not apparent to the average well-informed person who has so much knowledge of the fuel situation as is given to those outside official circles. If such reasons do in fact exist,



A POST-WAR CAR: A HANDSOME 25-30-H.P. CROSSLEY TOURING-CAR FOR USE IN THE COMING DAYS OF PEACE.

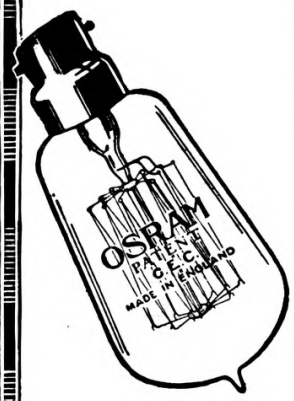
[Continued overleaf.

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BRIGHTER TIMES AHEAD.

The General Electric Co., Ltd, have pleasure in announcing that they hope shortly to be in a position to devote a much greater proportion of their total output to the service of the Public, who are advised to place orders with their suppliers NOW.

OSRAM LAMPS *can be obtained through all Electrical Contractors, Ironmongers, Stores, &c.*



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The G.E.C. is your guarantee of British Manufacture.

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USEFUL GIFT IDEAS

Harrods are the Actual Makers of these Bags, and can therefore absolutely guarantee the soundness of workmanship and materials.



Kit Bag, fine quality grained cowhide, in either London or nut shade, entirely hand-made in Harrods own workshops. Limp ends, four solid leather corners; lined drill. All 14-in. opening.

22-in. **£6 17 6**
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The excellent Bag shown on the right is in grained cowhide, London or nut shade, hand-made in Harrods own workshops.

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Gillette
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For you a welcome saving—For him easier shaving

THE Gillette Safety Razor, being the perfect shaving instrument, has been followed by many imitations.

The Gillette is mechanically perfect—perfect in workmanship, in the materials from which it is constructed, and in that accurate assembling of the different parts which means so much to millions of men who shave in the Gillette way.

Here and there you find a dealer who will tell you that some other razor is "just-as-good," but he knows—no one better—that the only razor that is or can be just as good as the Gillette is another Gillette.

GIVE him a Gillette Safety Razor as a Victory-year Yuletide gift. The fact that twelve million men are to-day using Gillettes is a guarantee that he will find more than ordinary satisfaction in this serviceable razor.

It is one of the very few really useful and durable gifts still obtainable in the pre-war quality and at the pre-war price.

It is the razor which revolutionized shaving and made it smooth, safe, easy, comfortable and economical.

The Gillette gives a luxurious shave in three minutes. It is always ready for immediate use and will last a lifetime.

Gillette
SAFETY RAZOR
NO STROPPING NO HONING

Gillette Standard set, comprising heavily plated razor, 2 blade boxes, and 12 double-edged blades (24 shaving edges) in case, complete ... **21/-**

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As beautiful as hair can be!



"You simply comb it thro'"

HOW TO PREVENT IT FROM GROWING GREY

THERE is no occasion for you to look unattractive or prematurely old because of grey, streaked with grey, white or faded hair. Don't let this condition, with its look of age, rob you of your youthful beauty and the wonderful opportunities which life offers. No matter how grey, prematurely grey, lustreless or faded your hair might be, Hindes Hair Tint will revive the colour glands of Nature—promote a healthy condition of the hair and scalp—and cause all of your grey or faded hair to become evenly dark, soft, lustrous and beautiful. This preparation is not an ordinary hair dye, but an elegant toilet requisite, which is easily applied by simply combing it through the hair.

Hindes Hair Tint is permanent in effect, natural in shade, washable and undetectable, and is guaranteed harmless by the highest medical authority. A medical certificate accompanies each bottle.

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For Grey or Faded Hair.

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tion it seems to me that they should be disclosed, so that discontent and misunderstanding shall not arise. The permissive Order which has just come into force helps, but does not really get us much farther; and, as I have said, a more definite and categorical statement of future intentions is needed.

A Motor Show Next Year.

The Society of Motor Manufacturers and Traders has lost no time in making the announcement that it intends to organise forthwith a complete series of exhibitions. We shall see, therefore, during 1919 at least three Shows at Olympia, including the Motor Show in November, an Aero Show and a Commercial Vehicle and Marine Motor Show on dates which do not appear to have been definitely settled yet. In thus making public its intentions the Society has gone ahead of every other industrial organisation; since, so far as I know, no other similar body has announced its line of exhibition policy. It is a good augury for the future of the British motor industry.

Car Licences.

The Automobile Association reminds me that motorists desirous of lending their cars, without payment, for the conveyance of electors to the poll during the forthcoming election, and providing this is the only purpose for which their cars are employed this year, will not become liable for payment of the annual motor-car licence for 1918. A large number of motorists, who will benefit by the relaxation of the petrol restrictions permitting the use of motor vehicles for any purpose within a radius of thirty miles on and after Dec. 1, may prefer to reserve their petrol allowances for election work; but it cannot be too strongly pointed out that, if cars are used for any other purpose during December, owners immediately become liable to the usual tax. Where liability is incurred on or after Oct. 1, licences can be obtained at half the usual rates.

A Change of Title.

I am informed that the name of the Swift Motor Company, Ltd., has been changed, and the firm will in future be known as "Swift of Coventry." A notable concern in the earliest days of cycling, Swift of Coventry bore a worthy share in pioneer motoring, and has been well up in the front of British motor manufacturing organisations for the past twenty years. They tell me that their reconstruction programme is well advanced, and that early in the New Year they hope to be ready with considerable numbers of their 10 and 15-h.p. models, with a new 12-h.p. type to follow about midsummer. W. W.

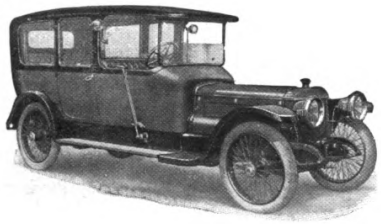
All who are interested in the arrangements for sailings to Australia will be glad to know that the Orient Line announce the sailing of their twin-screw ss. *Osterley* 12,129 tons register, from Liverpool, on or about the 30th of December, for Fremantle, Melbourne, and Sydney, *via* Port Said and Colombo.

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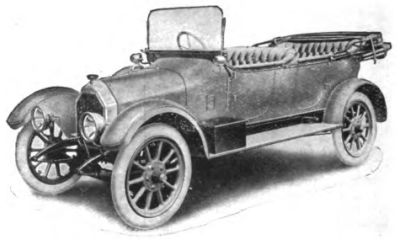
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The delight of anticipation will be yours from the time you decide on the Daimler as your after-war car.

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(Patented.)

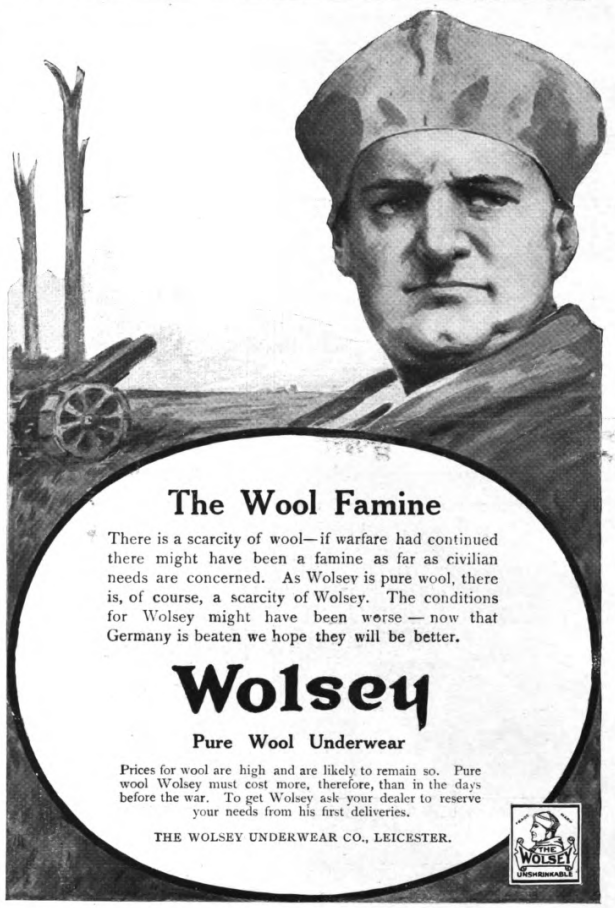
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The Wool Famine

There is a scarcity of wool—if warfare had continued there might have been a famine as far as civilian needs are concerned. As Wolsey is pure wool, there is, of course, a scarcity of Wolsey. The conditions for Wolsey might have been worse — now that Germany is beaten we hope they will be better.

Wolsey

Pure Wool Underwear

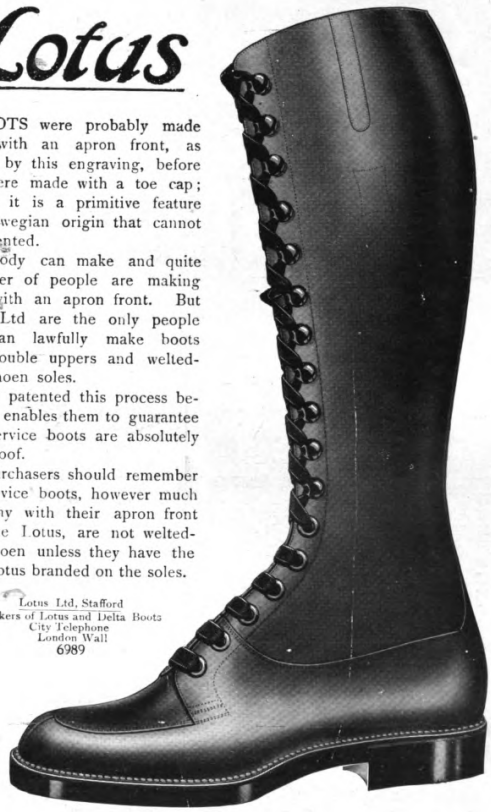
Prices for wool are high and are likely to remain so. Pure wool Wolsey must cost more, therefore, than in the days before the war. To get Wolsey ask your dealer to reserve your needs from his first deliveries.

THE WOLSEY UNDERWEAR CO., LEICESTER.



2058

Lotus



BOOTS were probably made with an apron front, as shewn by this engraving, before they were made with a toe cap; anyway it is a primitive feature of Norwegian origin that cannot be patented.

Anybody can make and quite a number of people are making boots with an apron front. But Lotus Ltd are the only people who can lawfully make boots with double uppers and welted-veldtschoen soles.

They patented this process because it enables them to guarantee their service boots are absolutely waterproof.

So purchasers should remember that service boots, however much they may with their apron front look like Lotus, are not welted-veldtschoen unless they have the name Lotus branded on the soles.

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Makers of Lotus and Delta Boots
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London Wall
6989

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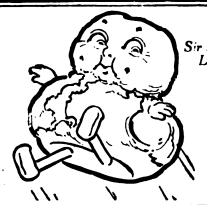
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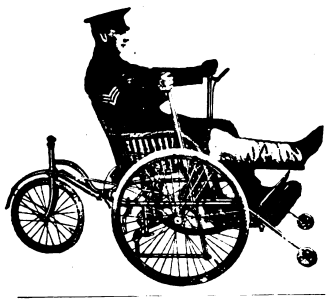
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A Laxative and Refreshing Fruit Lozenge FOR

CONSTIPATION

Gastric and Intestinal Troubles

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Raises water from streams to any height.

Costs nothing to work it.

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REMOVE YOUR SUPERFLUOUS HAIR CAREFULLY AND PERMANENTLY WITHOUT CAUSTIC PASTES or ELECTROLYSIS.

The question of a safe and painless way of removing superfluous hair is undoubtedly one of the most pressing in the world of women to-day. The use of massage creams, containing animal fats and other injurious complexion beautifiers, has largely increased the growth of superfluous hair amongst women, and to remove this great disfigurement many of them fly to remedies which leave behind evils greater than those they profess to cure.



ELECTROLYSIS LEAVES LITTLE HOLES IN THE SKIN.

Electrolysis, advocated by many as a cure for superfluous hair, invariably leaves little holes in the skin without succeeding in removing the roots of the hairs, therefore the growth continues, and the little holes made by the insertion of the electric needle remain, giving the impression of an open pore. These little holes can never be closed again and are but an added disfigurement.

CAUSTIC PASTES INCREASE GROWTH.

The caustic pastes, so often sold as depilatories, far from destroying the hair, increase its growth. Just as singeing the hair makes it grow longer and thicker, so applying caustic pastes to a growth of superfluous hair makes the growth thicker and stronger, besides which there is always the very grave danger of burning the skin and thus making a scar which nothing can ever remove.

MUST DESTROY THE ROOTS.

To remove superfluous hair completely and permanently you must destroy the roots, and this novel treatment does. It does not merely burn off the hairs, leaving the roots to flourish and produce a stronger and thicker growth, but attacks the roots in such a way that it weakens the internal portion of the hair bulb or root and so completely dissolves it, making a fresh growth impossible. When using this method for the removal of a growth of hair between the eyebrows—with which some ladies are troubled—care must be taken not to allow it to touch the eyebrows themselves, as, once removed by this means, the hairs could never be induced to grow again.

Full particulars of this unique method for removing superfluous hair will be sent free on receipt of stamps for postage, to Miss K. B. Firmin (Dept. 18 E), 48, Dover Street, London, W.1.

HIMROD'S ASTHMA CURE

HIMROD'S CURE FOR ASTHMA

the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years.

At all chemists 4/3 a tin.

The present epidemic.

"Aldemint," the British Antiseptic Throat Tablet, protects the throat and nasal cavities, where the germs gain entrance.

Aldemint Regd.

Antiseptic Throat Tablets (*Lactose & Formaldehyde*) are an invaluable prophylactic. Allow one tablet to slowly dissolve in the mouth at intervals.

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For Illustrated Price List of wordings by TAGORE, STEVENSON, WILCOX, OMAR, &c. Apply ALAN TABOR, 6, St. Ann's Arcade, Manchester. *List No. 8.*

"De Reszke" AMERICAN CIGARETTES

Numbers of good judges—men and women whose palates are unusually keen—have recorded their opinions of the "De Reszke" *American* Cigarettes. The following* examples are representative of all:—

"De Reszke" Space-Savers



Sir Charles V. Stanford, M.A., Mus. Doc., writes: "The 'De Reszke' *American* Cigarettes seem to me to be excellent."

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**Other opinions in other "De Reszke" advertisements*

Sold at all Military Canteens at Home and Overseas, also Tobacconists and Stores.

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and W.C.2.—SATURDAY December 7, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.



"OVALTINE"

Incontrovertible testimony of the unique value of "Ovaltine" in Sleeplessness, Nervous Breakdown and in Shell-Shock is found in the fact that it is now largely used in hospitals and kindred institutions for these conditions. Throughout the War "Ovaltine" has been included in the official standard parcel sent to invalid prisoners. "Ovaltine" is prepared from malt, milk and eggs, and makes a delicious beverage which is taken with or between meals. It has the advantage that little or no sugar is required. The crisp golden granules are merely stirred into hot milk or milk and water. Condensed milk may be used if desired.

P 254

Convalescence

"Ovaltine" is the ideal food beverage for convalescents, because it is a highly concentrated extract of the vitalising and reconstructing elements required to build up and fortify the system.

OVALTINE

TONIC FOOD BEVERAGE

Builds up Brain, Nerve and Body.

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Works: King's Langley, Hertfordshire.

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9-ct. Gold — Fancy Silver Dial

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High Quality Lever Movements

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AND 62 & 64, LUDGATE HILL, E.C. 4

B.S.A. MOTOR BICYCLES

With the Armies at the Front



The Flanders Front

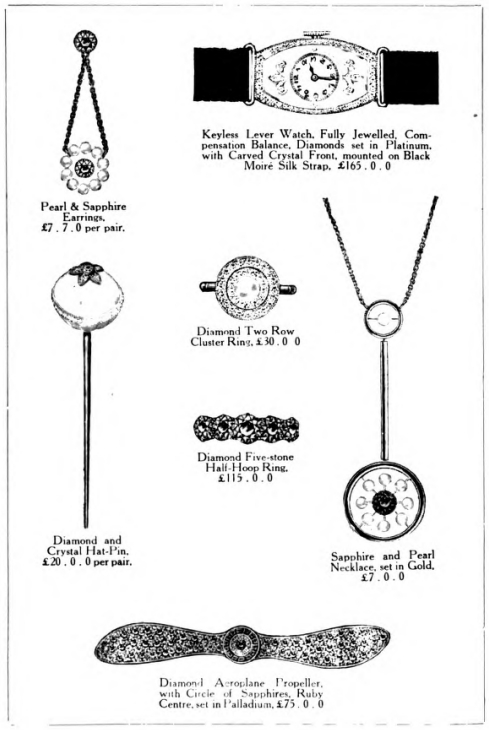
A soldier correspondent gives the following concise yet vivid description of the conditions under which B. S. A. Motor Bicycles are carrying out their arduous duties on the Flanders Front :—"The motor bicycle that can be employed day and night, slither thro' morass and mud, and be hurled through brick rubble, demolished house litter, tangles of barbed wire, remnants of wooded marshland, leap over and sometimes into trench gaps and rattle and bang over pocked 'pave,' this machine can only be the fittest and the best. The B.S.A. Motor Bicycle has passed through the exhaustive tests of the greatest of all wars, and the men who know—the men who sit on its saddle, English, French, Belgian and Yank, it matters not—will give some illuminating details when the time comes."

THE BIRMINGHAM SMALL ARMS CO. LTD.
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"WITH THE FLAG THROUGH GERMAN EAST AFRICA."

Experiences described by motor cyclist despatch riders in the East African Campaign.

COPY POST FREE.



Jewellers BY APPOINTMENT *to H.M. the King.*

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THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, if possible, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

Selections will be sent for approval if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

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The Goldsmiths & Silversmiths Company have no branch establishments in Regent Street, Oxford Street or elsewhere—in London or abroad—only one address :
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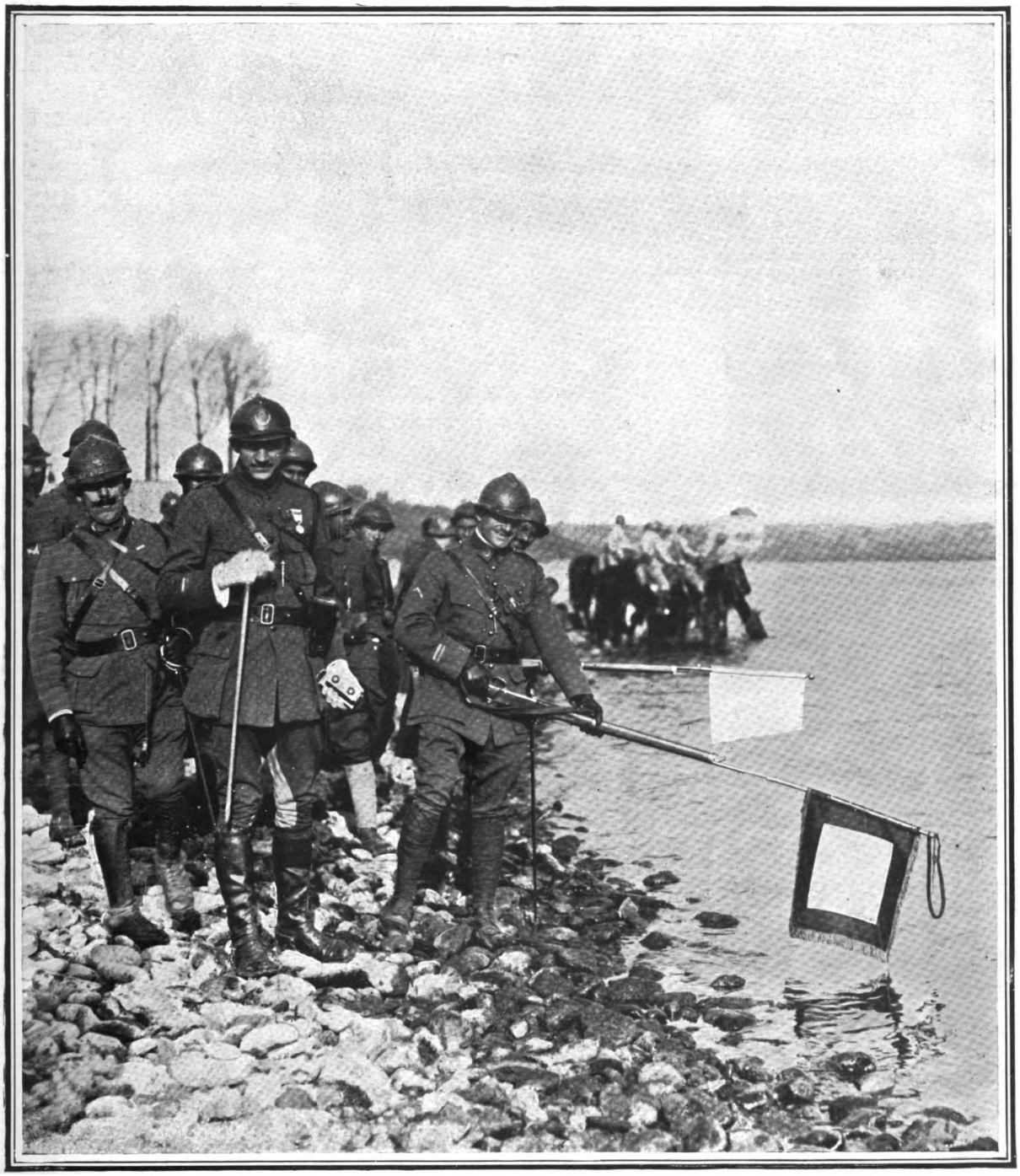
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THE ILLUSTRATED LONDON NEWS.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

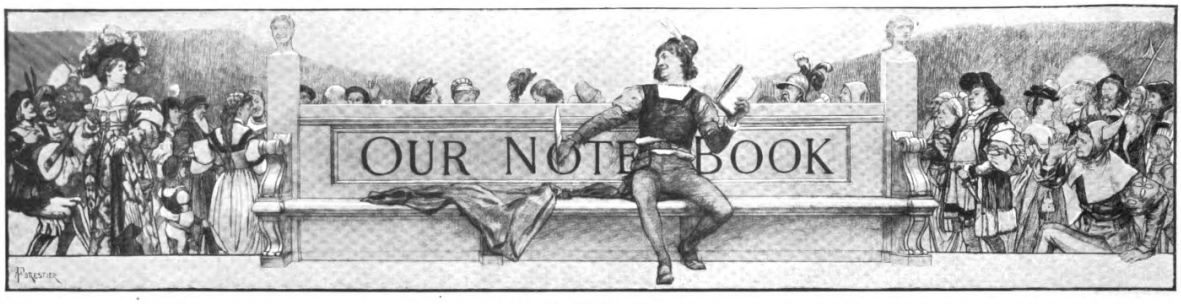
No. 4156. – VOL. CLIII. SATURDAY, DECEMBER 14, 1918. ONE SHILLING.

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DIPPING THEIR COLOURS IN THE RHINE: MEN OF THE 2ND MOROCCAN DIVISION OF THE FRENCH ARMY, UNDER GENERAL MODELON, AT HUNINGUE, IN ALSACE.

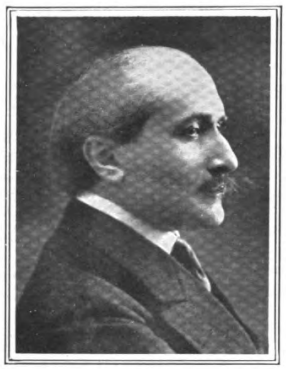
Describing the advance of the French Armies after the signing of the Armistice, a French communiqué of November 20 thus announced their arrival on the Rhine in Alsace: "On the left bank of the Rhine we occupy Neuf Brisach, Huningue, and St. Louis. Everywhere the joy of the inhabitants and their attachment to France were manifested." At Huningue, the troops of the 2nd Moroccan Division, commanded by General Modelon, celebrated the historic occasion by dipping their colours into the waters of the Rhine.



By G. K. CHESTERTON.

SURELY it might be suggested that the rapid transference of the terms of the Great War to the General Election is a little lacking in dignity, and even in decency. It was really ridiculous enough when party politicians used the terms of war in the time of peace. It was absurd even then that comfortable candidates and wire-pullers should talk perpetually about raising the banner and routing the enemy, about storming the breach and breaking the battle-line. It was bad enough when it was said quite hazily and heavily, by political hacks who had never raised anything but taxes or broken anything but promises. It is intolerable that these ridiculous things should be said in the very presence of the real things; that politicians should talk thus about losing their seats to men who have lost their legs and arms; that they should decorate their sham fight with the tattered colours of the genuine fight. It is intolerable that some wealthy person, when he has consented to accept a post and a salary, should announce with a beaming smile that he had decided "to go over the top." Doubtless he desires to be on the top, but not in the sense of going over it. It is intolerable that some oligarchal official, having shuffled and equivocated from the Front Bench for half-an-hour at Question Time, should describe himself as having been "under fire." Everybody knows that such fire is merely fireworks. These things are not only matters of public dignity, but of private tragedy; and we do not want charlatans plucking their flowers of rhetoric from the garlands on the graves of the dead.

That somewhat snobbish gossip which goes undeservedly by the name of public opinion is very prone thus to make a loop and then lose the original thread. In this, Mrs. Grundy is very like Mrs. Nickleby. I mean that such people always tend to get used even to the unusual thing, and so forget the usual thing; and, above all, forget the difference between them. For them the exception does not prove the rule, but simply becomes the rule. It is like a man going to bed for a slight cold, and then never getting up again till he dies there of old age. It is like a man suddenly taking a holiday for fun, and then never going back to work. Such men have not the logical strength to keep an exception exceptional. To take a symbol from algebra, they always forget to close the brackets. And, as such men would let a bed turn slowly into a death-bed, they would have let a war turn slowly into a deadlock. As they cannot take a holiday and go back to work, so they cannot win a war and go back to peace. As they continued their absurd political pantomimes for months after war was declared, so they will continue their incompetent controls and restrictions for months after peace is declared. As they could not realise that the time had come to restrain licenses, so they will not realise that the time has come to restore liberty. That a bell has tolled, that a trumpet has blown, that a clock has struck, that a moment has come that alters things absolutely and abruptly—this is a notion that never gets into their heads, which are full of a monotonous buzz both in peace and war. But peace and war are in practical politics prodigiously different, and the worst result of drifting indefinitely from one to the other is this fact that the terms do not apply. War is in its nature an abnormal and exceptional thing, which must be definitely begun and definitely ended. War is always between big black algebraic brackets; and if you ignore or remove the brackets, you change all the signs. You change the meaning of every word you use about war when you apply it to peace.



THE DEATH OF A FAMOUS FRENCH DRAMATIST: THE LATE M. EDMOND ROSTAND.

The first and fundamental difference between a thing like the Great War and a thing like the General Election ought to be plain enough. The essence of war is that an enemy is avowedly inflicting damage. A political opponent may, in our opinion, be inflicting damage, but he does not think he is—or at any rate he does not admit he is. The foreign foe does admit it, however politic or perfidious he may be in other respects. Admiral von Tirpitz did not profess that he was improving British shipping or increasing British commerce by sinking it with submarines. Ludendorff did not pretend that Big Bertha would improve the architecture of Paris, or assist in the rebuilding of that city. We might possibly prefer Big Bertha to some of the big buildings which our own architects are putting up in our own cities; but the architects do not share our preference. This distinction is very simple and self-evident; but it disposes altogether of a great many of the parallels between politics and war.

For instance, it is natural to ask for national unity in war. It is natural for the simple reason stated—that by the time war is being waged there are people professedly trying to hurt us all. It is impossible to have national unity in that sense in politics. It is impossible because it is obviously a matter of opinion whether people are trying to hurt us or not. A politician will not boast of having lowered the people's wages, as a popular sailor might boast of having sunk the enemy's ships. A candidate will not eagerly claim that he has ruined a countryside, as a captain might claim that he had raided a country. In internal political disputes the question must always be not merely what the enemy has done, but who is the enemy. That is, perhaps, one reason why the soldier is generally a more sincere sort of person than the statesman—in that he is making an admitted attack upon admitted antagonists, and that the damage he does is only described as damage. The soldier may be secret in his methods, but he is public in his aims. His strategy is more open than much demagogy, for his enemies may not know his stratagems, but they know that he is a strategist. In any case, the difference is decisive enough to justify a protest against allowing the language of the one thing to be debased into the slang of the other. The trumpet-call for unity in war must not have a clap-trap echo in a call for unanimity in politics. The words which were too weak for the divine or deadly passions that have driven the world for the last four years must certainly not be further weakened by application to something for which they are far too strong. The thing is no parallel, but only a parody.



THE KING'S DAUGHTER IN FRANCE: PRINCESS MARY LEAVING AFTER AN INSPECTION OF NURSES DURING HER RECENT VISIT TO THE BASE HOSPITALS.—[*Photograph by Illustrations Bureau.*]

"THE ILLUSTRATED LONDON NEWS" CHRISTMAS NUMBER.

"The Illustrated London News" Christmas Number is Now on Sale. It contains a Complete Oriental Mystery Novel by Sax Rohmer, entitled "The Golden Scorpion." The splendid Coloured Picture is entitled "A Rose for Remembrance." In the Number also are pictures by famous artists. The whole of the issue is in Photogravure. The Number, which is priced at Two Shillings, can be obtained in the usual way at all Booksellers' and Newsagents'.

"SWEEP COMPLETED IN THE FAIRWAY": FLEET MINE-SWEEPERS AT WORK.

DRAWN BY FRANK H. MASON.

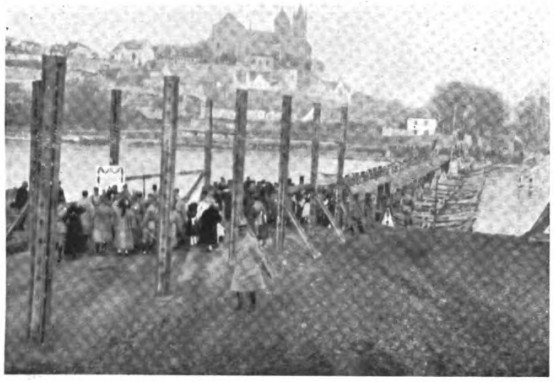


"THE DAUNTLESS SPIRIT OF THE MEN OF THE MERCANTILE MARINE AND THE FISHERMEN": MINE-SWEEPERS AT WORK, WITH A MINE EXPLODING IN THE SWEEP.

The King said in his "Victory" speech to the Houses of Parliament: "So must we further acknowledge the dauntless spirit of the men of the Mercantile Marine and the fishermen who patrolled our coasts, braving all the dangers of mine and torpedo in the discharge of duty." In the House of Commons recently, it was stated on behalf of the Admiralty that over 1000 officers and men had lost their lives in mine-fields while mine-sweeping during the war. The Humber authorities alone supplied 800 trawlers and 10,000 men for mine-sweeping, and they accounted for 3000 enemy mines. Other coast bases have an equally splendid record. The work of the mine-sweepers has been immortalised in Mr. Kipling's poem, "Trawlers." An amusing incident occurred when the German Fleet crossed the North Sea to surrender. It altered course to avoid a German mine-field supposed to be still in existence, but as a matter of fact, it had long ago been swept up by the British.—*[Drawing Copyrighted in the United States and Canada.]*

AFFAIRS ABROAD AND AT HOME: OCCASIONS AND PERSONALITIES.

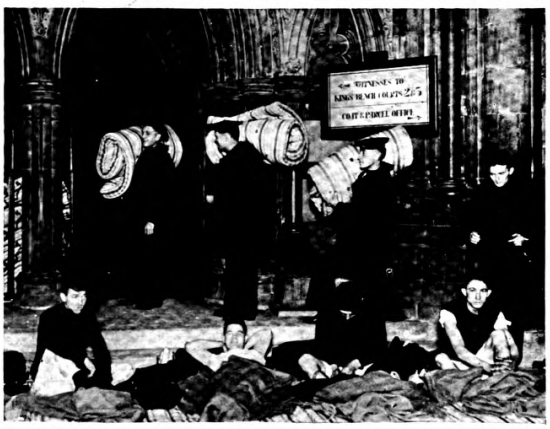
Photographs: French Official, Sport and General, L.N.A., Newspaper Illustrations, British Official, and Illustrations Bureau.



"ICI COMMENCE LE PAYS DE LA LIBERTÉ": FIXING A NEW FRENCH FRONTIER-POST ON THE RHINE.



WOMEN'S INTEREST IN THE GENERAL ELECTION: A QUEUE OUTSIDE QUEEN'S HALL DURING MR. LLOYD GEORGE'S MEETING.



THE LAW COURTS AS A HOSTEL FOR U.S. SAILORS IN LONDON: GETTING UP IN THE MORNING AND STORING MATTRESSES.



A Y.M.C.A. CAMP FOR U.S. SAILORS IN ALDWYCH: "JIMMIE," THEIR "MASCOT," BOOKING IN MEN AND EXAMINING PASSES.



A ROYAL JAPANESE VISITOR AT THE BRITISH FRONT: PRINCE YORIHITO WELCOMED BY SIR DOUGLAS HAIG.



THE KING OF THE BELGIANS IN PARIS: KING ALBERT WITH PRESIDENT POINCARÉ IN THE AVENUE DU BOIS DE BOULOGNE.

The French troops in Alsace recently set up a new frontier-post on the left bank of the Rhine, at the entrance to a bridge of boats between New Brisach and Old Brisach (two towns situated one on each bank of the river). The post bears the same inscription as one put up in 1789: "Ici commence le pays de la liberté" (Here begins the land of liberty). — The Royal Courts of Justice in the Strand were recently placed at the disposal of men of the United States Navy on leave in London, and beds were arranged in the Great Hall for some 700 men per night. A canteen was also established. Other men have been accommodated in a camp established on the vacant Aldwych site by the American Y.M.C.A. The sleeping arrangements are under the direction of a Scottish boy from Glasgow called "Jimmie," who is known as the "mascot" of the Americans.

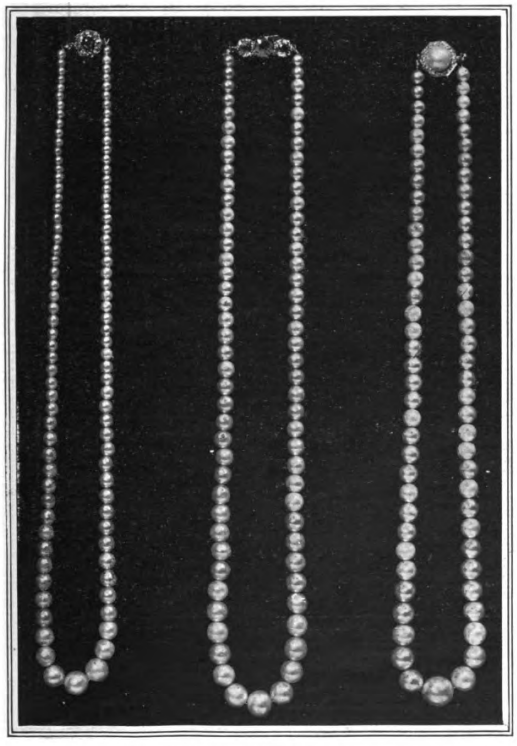
Our Bloodless Invasion of Germany: British Cavalry Crossing the German Frontier.



"TO-DAY THE ADVANCED TROOPS OF THE BRITISH 2ND ARMY CROSSED THE GERMAN FRONTIER": CAVALRY WHO IMPRESSED THE PEOPLE.

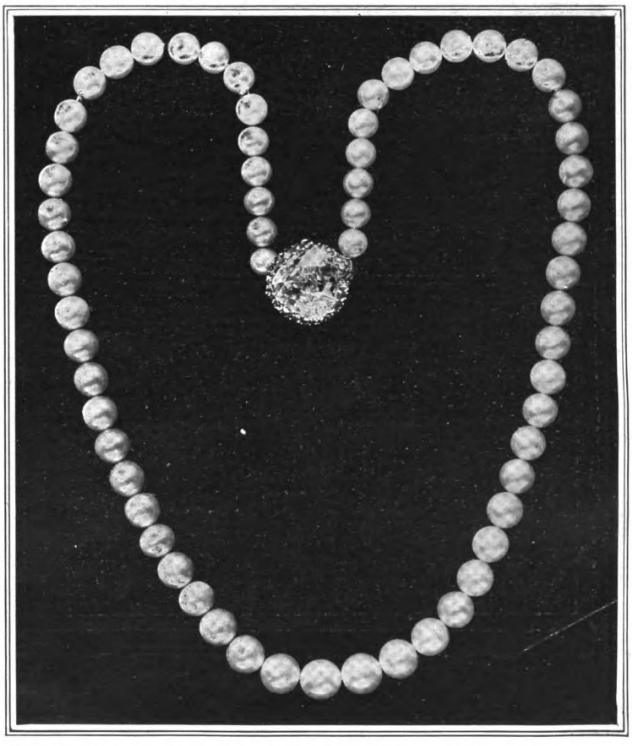
On December 1 the War Office announced: "To-day the advanced troops of the British Second Army, under the command of General Sir H. Plumer, crossed the German frontier between Beho and Eupen, and advanced towards the Rhine." The notice in German seen on the left in the above photograph says: "Belgian Custom House. Halt! Obstruction." Mr. Philip Gibbs writes: "A few yards beyond the Belgian Custom House, we halted this side of a little stone bridge over the stream which divides the two countries. I asked the name of the hamlet. It was Rothwasser, the 'Red Water' . . . a good name for a stream dividing Belgium from Germany. . . I went with our leading patrol of cavalry over the little stone bridge. . . . Some of the people were very polite, expressing their admiration of the *chic* appearance of our cavalry."

Tributes to the Wounded from British Women: The Great Sale of Red Cross Pearls.



TO BE SOLD AT CHRISTIE'S FOR THE RED CROSS ON DECEMBER 19: THREE BEAUTIFUL PEARL NECKLACES.

The splendid collection of over 3000 pearls presented by women of the Empire to the Red Cross, as a tribute to our sailors and soldiers, and now arranged in 41 necklaces, besides separate trinkets, will be sold by auction by Messrs. Christie at 8, King Street, St. James's Square, on December 19. There will be a private view on the 16th. A recent letter



THE "GEM" OF THE COLLECTION: A MAGNIFICENT PEARL NECKLACE WITH A LARGE ROSE DIAMOND SNAP (ACTUAL SIZE).

of appeal signed by Princess Victoria, Lady Northcliffe, and Lady Hall said: "Messrs. Christie, as at all their Red Cross sales, decline to receive any commission, so the whole of the proceeds go, without deduction, to the Red Cross. . . . Our hope is that at the sale those who come forward will give what the occasion and the cause demand."

THE AMERICAN ARMY IN GERMANY: THE ENTRY INTO TRÈVES.

Photographs Supplied by Illustrations Bureau.



THE AMERICAN ARMY OF OCCUPATION IN THE RHINELAND: INFANTRY MARCHING THROUGH THE KAISER PLATZ AT TRÈVES. THE FIRST TOWN ENTERED.



"THEIR ATTITUDE WAS NOT THAT OF THE CONQUEROR TOWARDS THE CONQUERED": AMERICAN SOLDIERS AMONG CIVILIANS IN A STREET IN TRÈVES.

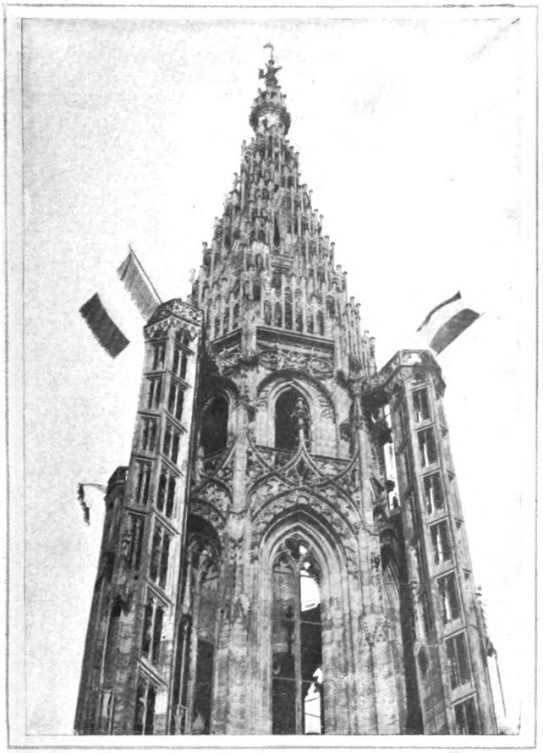


"TREVES EXISTED 300 YEARS BEFORE ROME": AMERICAN ARTILLERY PASSING THE OLD ROMAN GATE ON THEIR ENTRANCE INTO THE TOWN.

The victorious American Army entered Germany, with flags flying and bands playing, at 5.30 a.m. on December 1. The first town occupied was Trèves, which the famous 6th Regiment entered shortly after noon. The people, who appeared to be well fed and to have suffered no hardship, received the troops in silence. A "Times" correspondent present writes: "The entry of the Americans into Trèves was made in typical American fashion. There was nothing of military pomp. The band played the men in, but they were in road-marching order, some with forage caps, some with steel helmets, carrying their rifles as they pleased, and all spattered with mud from their long tramp. But the inhabitants were impressed by their splendid physical condition. . . . Their attitude was not that of the conqueror towards the conquered, and it may well be that the enemy will seek to take advantage of the generosity of the American spirit." On one house is: "Trèves existed 300 years before Rome. May Trèves flourish and enjoy eternal peace!"

"YOU ARE FREE!" THE FRENCH ARMY'S ENTRY INTO STRASBOURG.

French Official Photographs.







1. THE LIBERATION OF ALSACE: TRICOLOURS ON STRASBOURG CATHEDRAL. 2. ALSATIANS ACCLAIM A FRENCH HERO: GENERAL GOURAUD IN STRASBOURG.
3. "THE DAY OF GLORY HAS ARRIVED": THE ENTRY OF THE FRENCH 4TH ARMY INTO STRASBOURG.

When President Poincaré, on his arrival at Strasbourg, the capital of Alsace, on December 9, was presented by the Mayor with the keys of the city, he said: "Be sure that France will guard them well, and will never allow them to be taken from her." Later, in a speech from the steps of the Hôtel de Ville, he said: "Alsace in tears has thrown herself upon the breast of the mother she has found again. To-day all the work of hate and lies which Germany built up has pitiably collapsed. You are saved; you are free!" The 4th French Army, under General Gouraud, entered Strasbourg on November 22, and was received with joyful acclamations. Three days later Marshal Foch made his entry into the city, and a proclamation said: "The day of glory has arrived. After 48 years of the direst separation, after 51 months of war, the sons of Great France . . . are united once more."

BALLOON "APRONS."

By C. G. GREY, Editor of "The Aeroplane."

NOW that reference is permitted to the "nets" which brought down certain Gothas during certain raids on London, it seems well to say as much as may be permitted about these so-called "nets," which are more usually called "aprons" by those who have to do with them. Many months ago there appeared in some papers, here and abroad, what purported to be descriptions of these nets, accompanied by illustrations. The imaginative artist depicted them as being something like torpedo-nets, composed apparently of vast squares of either steel bar or wire hawser—things which would never have left the ground at the pull of any known kite-balloon. It was alleged that they were then being used for the defence of Paris. As a matter of fact, the real thing originated in England, and was at once much more simple and much more effective.

Most people in these days know the useful if inelegant kite-balloons which hang at the ends of their strings over various parts of London, with or without baskets, and hang over ships of various kinds round about our coasts. These sausage-balloons, with three curious lobes at their sterns, are an improvement on the pre-war varieties. The new type rise to a much greater height, and, as a natural consequence, lift far greater weights. The latest British types far surpass all others in these respects.

When the kite-balloon, which is meant for use in a wind, was invented, air-mines were proposed against aeroplanes; but obviously the number of balloons required would have been colossal, and the danger of the air-mines hitting one another would have been great. So someone thought of the idea of sending up a number of kite-balloons, each a certain distance from the next, each connected to the next by a horizontal wire-cable, and each horizontal cable carrying suspended from it at intervals some thousands of feet of fine wire, each with a plumb-bob at the end.

The effect, to use a domestic simile, was rather that of one of those pseudo-Oriental curtains made of bits of bamboo and beads and string; only in this case there was only the wire and the plumb-bob, and each wire was just so far from the next that a big aeroplane could not get through. Consequently, the sky was divided into three layers. From so many thousands of feet up in the air down practically to the ground the Hun was in constant danger of running into these aprons. Above that known height he got the artillery barrage. And above that he had the night-flying aeroplane. Each arm had its area of operations as clearly marked out as the areas of infantry, artillery, and cavalry on the ground. It was a beautiful piece of organisation, and it worked to perfection.

And the chief beauty of it all was the balloon-apron, because of its simplicity. If a Gotha hit a main balloon cable it probably sheared a wing off, for at ninety miles an hour a taut cable cuts like a knife. If it hit one of the minor pendent wires, the wire either sawed its way through a spar or wound itself up in an air-screw or tangled itself in a control, and so did enough damage to force a descent if it did not cause a wholesale smash. And that explains a lot of idle-looking balloons which used to float round London, and make people think what a lot of gas and money was being wasted.

THE MEANING OF "GOING WEST."

By E. B. OSBORN.

THE other day a signalman died at his post at my local station. A mutual friend told me of his swift decease by the familiar levers: "Poor S—— went West this morning," he said, as I waited for Romance to bring up the City man's fast train to Waterloo with its vast echoing arena for romantic meetings. Have we then discovered, in the dust and uproar of the world war now gone by, a new euphemism for the most romantic of all the adventures of mortal man? In the last four years Death has become darkly familiar in our midst; yet, for all that, still as strangely out of the picture of life abounding as the blackened lamps seemed on a glad blue-and-white morning after the last raid. He was never your own friend—never other than the friend of friends, the one that somehow, though always arriving just after or just before his visit, you yourself never succeeded in meeting. In the midst of death we are in life—thus, with his genius for making a wish the pivot of the universe, man inverts the ancient aphorism.

The very same day that I heard of the passing o' the honest signalman *servus servorum Dei* indeed, and sure of felicity, since he died at his duty—a letter came from a Canon of Chester reminding me that Sophocles uses this phrase of "going West" in the self-same sense as the soldier's. In the "Œdipus Tyrannus" we have, to quote from Lewis Campbell's workmanlike version, this picture of the multitude of the dying—

> But flocking more and more
> Toward the western shore,
> Soul after soul is known to wing her flight,
> Swifter than quenchless flame, to the far bourne of Night.

"The West," writes my kind correspondent, "is simply the Hades of Jew and Greek, the place of darkness or death, towards which the early Christian turned as he renounced the works of darkness before he turned to the East, whence Light and Life come." And to the voyagers of the ancient world the vast tempestuous seas westward beyond the Pillars of Hercules were a place of dark-winged terrors and dangers in the depths—for example, a gigantic hand that could reach up and pull a quinquereme down into the deeps. Not till the days of Columbus did the West become an adventure.

It is curious that the Cree Indians (with whom I lived for a time on the hither side of the stark Rockies) also had their place of dim, departed spirits in the West. Long years ago I put this ten-thousand-year-old thought of theirs into a song of departure—

> I will arise and go,
> And go to Pavenan,
> Across the meadows of the brooding snow,
> Well beaten is the way,
> The way to Pavenan,
> Whose lake brims o'er with light of yesterday.
> Ashes of men long dead,
> That died by Pavenan,
> Cries in the silvery dust or whispers overhead.
> There, if the seer spake truth,
> Spake truth of Pavenan,
> I'll find the wasted arrows of my youth.
> Those wasted shafts I'll find,
> I'll find in Pavenan,
> And gather one by one and safely bind.
> And on the western shore,
> Westward from Pavenan,
> I'll hunt the vanished buffalo once more.

The storm of war, washing away the silt of civilisation, has revealed this rock of a timeless foreboding as to the true West. For countless centuries the soul, like the sun, has set there in an ocean which is the tears of eternity ranged against us.

"INVISIBILITY" AND DAZZLE PAINTING.

CAMOUFLAGE on land is not yet "released." When it is, it will surprise and amuse. It may be said that its main principles are directed towards concealment or disguise. The same natural principles were the basis of all the earlier suggestions for camouflage at sea, and many scientific experts believed in the possibility, mainly by the use of paint, of rendering ships invisible; it was only after exhaustive experiment that its impossibility was demonstrated.

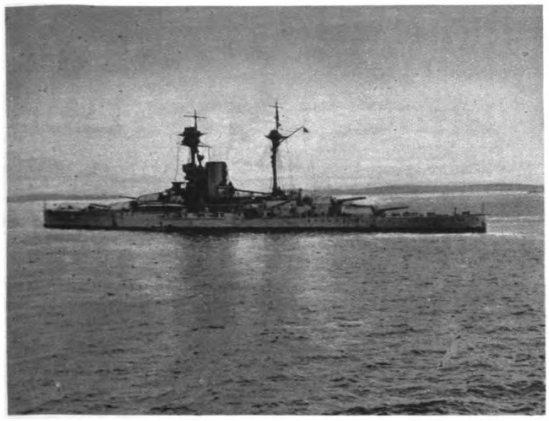
Camouflage is little concerned with science and facts, *but with facts as they appear to the eye* or the camera—neither of them an impeccable witness; and it is natural that artists, whose life training is intimately concerned with this observation, should be the persons best fitted to cope with the problem. (The authorities were wise enough to recognise the fact, though it may be that in the past a knowledge of the calculus or of the science of bridging may have been held by some to be the true qualification of the perfect camoufleur.) At sea the principal forms of camouflage were based on two theories—that of William Andrew Mackay, of New York, and Thayer's Law of Counter-shading. Mr. Mackay's idea consisted in painting a ship in regular patches of pale tones in the primary colours. There were a number of other schemes also in which this root idea predominated, although the form of its application differed to a large extent. Although it succeeded in rendering a ship *less* visible (not *in*visible) in many cases, it was difficult of application owing to the labour involved, and had little advantage over the pale-grey ship. It must be remembered that the point of view of the submarine is a low one, which means that the background is sky, not sea; therefore to match the background the object must be generally of a light tone—the fact that the relation between the sky and the object is constantly changing at sea is one of the reasons which render invisibility out of the question.

In an article published many months before the war Mr. Cecil King, in suggesting the protective colouration (now "camouflage") of tents, etc., in view of the aeroplane's development, advocated also the application of Thayer's Law for the reduction of the visibility of war-ships and military balloons. This method has had many advocates, and was tried in America on merchant-ships during the present war as the "Brush method"; this was used side by side with the Mackay method and others, until the United States adopted dazzle painting.

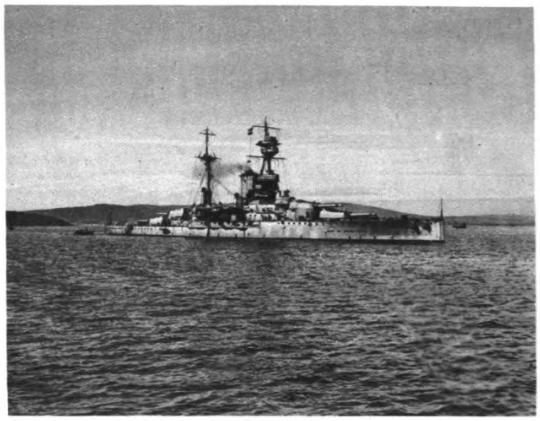
The main objection to all these methods in practice was the fact that, apart from the difficulty of upkeep, the play of light and shade on a ship is so strong that the shape of a ship remains clearly defined, even if portions of her are a perfect match to the sky behind. Nothing can destroy the shadows under the upper works: and temporary fittings to hide them, which are possible on land, are generally out of the question at sea. A south-west gale cares for none of these things.

It was these considerations which led Lieutenant-Commander Norman Wilkinson to his invention of dazzle painting, the basis of which is that, invisibility being out of the question, a ship can be rendered as visible as you please provided the submarine torpedo-gunner is sufficiently fogged in attacking her. By the use of strongly contrasting tones, the form of the ship is broken up, and the accepted lines of her which indicate her true course are confused, and so upset the calculations of the submarine. The success of this expedient has already been referred to, and its application fully described. The best practical demonstration of its technical side is now afforded by the exhibit at the Naval Power Exhibition.

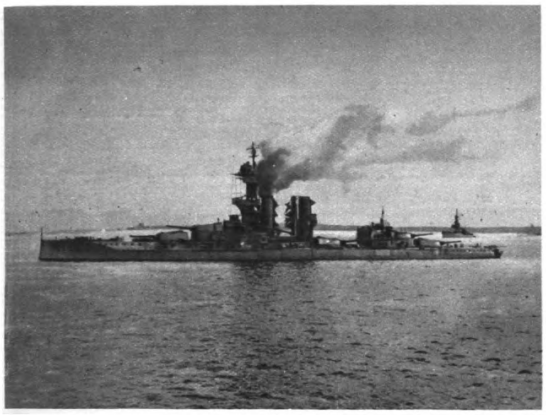
THE NAVY'S HUGE GROWTH DURING THE WAR: SOME NEW BATTLE-SHIPS.



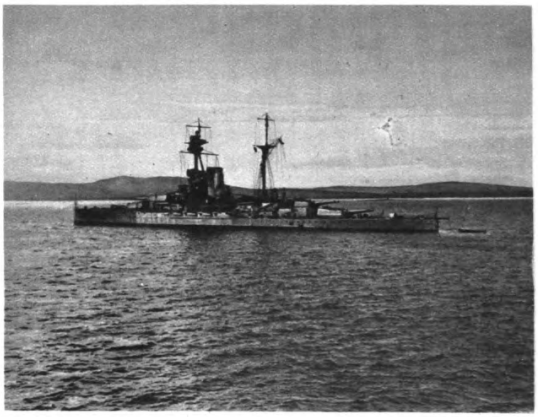
A NEW BATTLE-SHIP: H.M.S. "ROYAL OAK."



A NEW BATTLE-SHIP: H.M.S. "RESOLUTION."



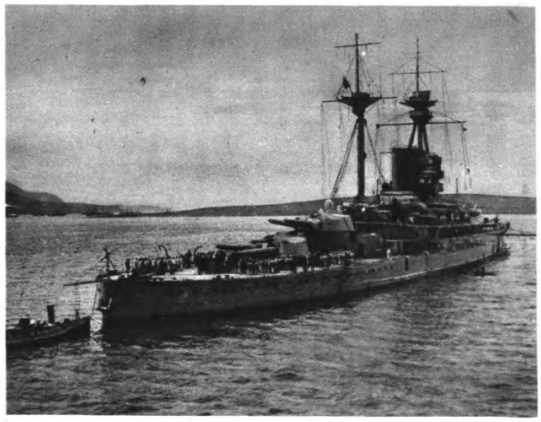
AN ADDITION TO THE "IRON DUKE" CLASS: H.M.S. "BENBOW."



A NEW BATTLE-SHIP: H.M.S. "ROYAL SOVEREIGN."



ADDED TO THE "IRON DUKE" CLASS: H.M.S. "EMPEROR OF INDIA."



A NEW BATTLE-SHIP: H.M.S. "REVENGE."

Since the beginning of the war the Navy has developed enormously in material strength. In descriptions of the Grand Fleet on the occasion of the German naval surrender, the names were mentioned of no fewer than 21 new ships added during the war to the British Battle Squadrons. These ships have all joined the Grand Fleet since the Navy List for August 1914 was published. Among them are two (illustrated here) of the "Iron Duke" class, the "Emperor of India" (originally called the "Delhi," which was completed at Barrow), and the "Benbow," completed at the yards of Messrs. Beardmore. The battle-ships "Royal Oak," "Resolution," "Royal Sovereign," and "Revenge" belong to the Naval programme of 1913-14, and are now in the Fleet. They resemble the "Queen Elizabeth" in armament and armour protection, but their displacement is slightly less.

THE WORLD OF FLIGHT

BRITISH WAR AEROPLANES.

By C. G. GREY,
Editor of "The Aeroplane."

AMONG the numerous semi-official documents served out to the Press of late has been a particularly interesting—and, to some people, a distinctly amusing—dissertation which was entitled "Britain's Fighting Aeroplanes." A list is given of notable machines which have thus been semi-officially recognised as having stopped the war.

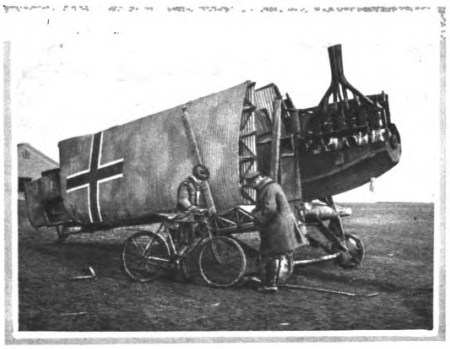
The first machine in the list, the F.E.2B., was the product of the Royal Aircraft Factory, now known as the Royal Aircraft Establishment. It is not publicly known who designed it; but it is generally assumed that, like Topsy, it "just growed." The first machine of the species—the "pusher" biplane without a front elevator—was distinctly the Henry Farman of 1911. Thence developed the famous Vickers "gun-'bus" of 1913-14, the first machine to be designed specially to carry a gun. The second machine on the list, the Vickers Fighter, was a development of the old original "gun-'bus," the product of the Vickers drawing office inspired by Captain (now Major) H. F. Wood and the late Mr. Harold Barnwell. Which fact, and the fine performance of the machine, was a distinct feather in the cap of Vickers, Ltd. It is curious, by the way, that no mention is made in the list of the F.E.2D., a similar machine with a 250-h.p. Rolls-Royce engine, which had a far finer performance.

The third machine on the list, the Sopwith "1½ Strutter," was one of the most remarkable machines of the war. It was not till the autumn of 1916, however, that the type came into regular use in the British Army, when a couple of squadrons of "Sopwith Strutters," as they were generally called, fitted as two-seater fighters, with the gunner in the back seat, and with Clergêt engines, played havoc with the German aviators during the Battle of the Somme.

This machine, which was also used as a single-seat bomber, was the product of the factory founded by Mr. T. O. M. Sopwith, a wealthy young sportsman well known among racing motorists and motor-boat enthusiasts, in 1912. Mr. Sopwith took to flying for sport in 1911, and made two highly successful exhibition tours in America. Then he began to build machines of his own, having a natural genius for telling at sight whether an aeroplane looked right or not, and having in his chief engineer, Mr. F. Sigrist, an assistant with a corresponding genius for mechanical detail. Later, he was joined by Mr. Harry Hawker, an Australian motor-racer, who came to England to learn to fly, and became not only one of our most brilliant pilots, but one of the best judges of whether an aeroplane flies properly or not. This combination produced the wonderful 80-h.p. Sopwith three-seater of 1912, and the still more wonderful "Tabloid" single-seater of early 1913, which did ninety-four miles an hour and was the ancestor of all the high-speed biplanes of to-day, though it was not regarded as a serious military proposition when it appeared.

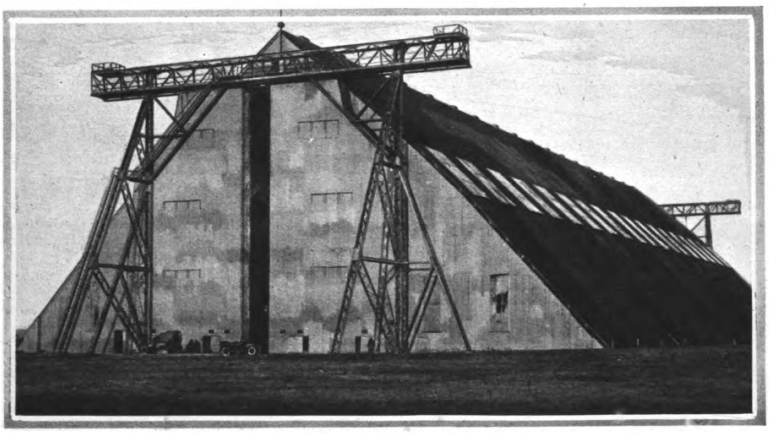
The fourth machine in the list, the Bristol Scout, was the product, in 1913, of the British and Colonial Aeroplane Company, Ltd., of Bristol, founded in 1910 by the late Sir George White, the famous tramway magnate, who was convinced in 1909 that the safety of this country depended on a big and efficient air force. The Scout, more commonly called the "Bristol Bullet," was designed by Mr. Frank Barnwell (now Captain, R.A.F.), as a reply to the Sopwith Tabloid.

The fifth machine on the list is the Armstrong-Whitworth, commonly known as the "Ack W," a most astonishing machine. It was a big two-seater biplane, the first British machine in which the gunner sat behind the pilot to protect the tail



WITH METAL WINGS: A CAPTURED GERMAN 'PLANE.
Canadian War Records.

against Hun "chasers," the original of the type was designed for a 90-h.p. engine, by Mr. Frederick Koolhoven, a brilliant Dutchman, and an aviator of 1910, who designed, in 1912, some splendid monoplanes for the British Deperdussin Company, and in 1913 was responsible for the French Deperdussin. The "Big Ack W.," was his variant of the 90-h.p. machine, altered to take a 160-h.p. engine, and so good was this machine that, although it was designed in 1915, it was still on active service at the end of the war.



DESERTED: A ZEPPELIN SHED ON THE WESTERN FRONT—ONE OF MANY.
Canadian War Records.

The sixth machine on the list is the Sopwith Camel, which was the direct descendant of the original Tabloid, improved by experiences with the "1½ Strutter," and with a little Sopwith Scout known as the "Pup." The Camel, with its 130-h.p. Clergêt engine, has proved to be one of the best single-seat fighters of the war. It cannot reach the enormous altitudes of some other machines; but as most of the fighting takes place between 10,000 and 15,000 feet, the Camel has been, in the old R.F.C. phrase, a very good "Hun-getter." As it appeared early in 1917, it is now outclassed by later machines, but it was still doing good work when fighting ceased.

The seventh and eighth machines, the D.H.4 and the D.H.9A, are the products of the Aircraft Manufacturing Company, Ltd., of which the leading spirit is Mr. Holt Thomas, best known, perhaps, as the leading apostle of commercial aeronautics. It was his foresight in 1909 which induced him to give Londoners their first real sight of flying, when he brought M. Louis Paulhan to fly at Brooklands and Sandown Park. He also organised the winning of the London-Manchester prize for M. Paulhan in 1910. In 1911 he started the Aircraft Company, and it was through his energy that the firm and its tributaries were able to supply great numbers of aeroplanes and engines to the King's Services throughout the war. In 1912 or so, he secured the services of Mr. (now Captain) Geoffrey de Havilland, after whom the D.H. machines are initialled. Captain de Havilland has designed many of the best machines of the war.

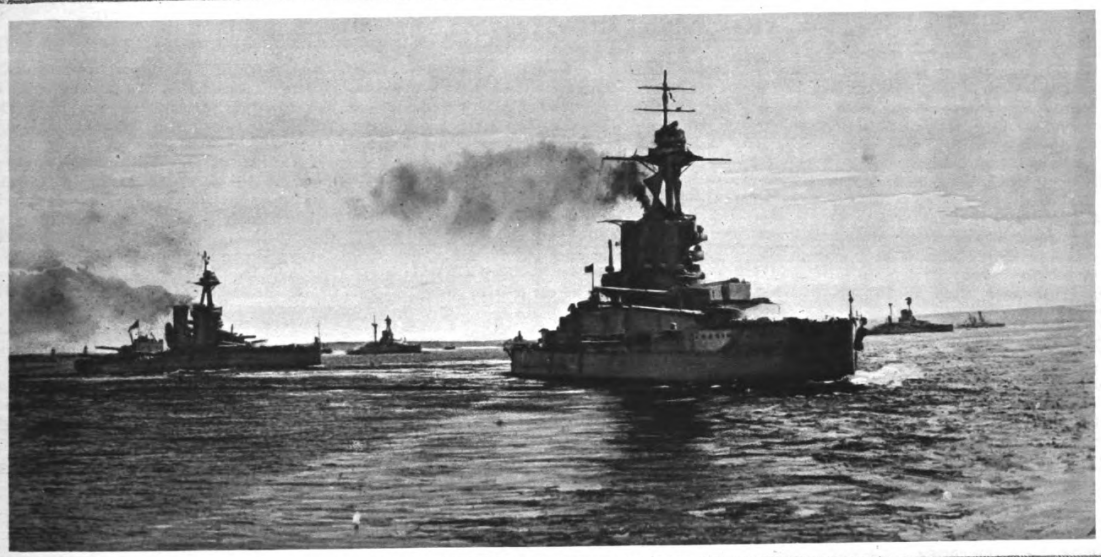
All the R.A.F. machines are descendants of his original B.E.; and the D.H.2, a small single-seat "pusher," did most of the preliminary air-fighting on the Somme in 1916; but the D.H.4, and its immediate development, the D.H.9, have been his best war-work. Both have done splendid service as day-bombers, though at times they have suffered badly owing to defective engines, which is no discredit to the machines. Their speed and load-carrying capacity is very great, and they are among the few machines which can be put into commercial use practically without alteration. It is worthy of note, also, that, fortunately for the Germans, they stopped fighting before the D.H.10, the firm's high-speed twin-engined bomber, began to come in quantities.

The ninth machine, the Bristol Fighter, is Captain Barnwell's *chef d'œuvre*—at any rate, up to the present. It is notable as being the most acrobatic two-seater aeroplane in the world, for it is said that a good pilot can do anything with it which can be done by any single-seater scout. It is beautifully built, as are all Bristols; it is very strong, and, given a good engine, it is as fast as almost any single-seater. Consequently, it is capable of taking on in an air-fight any two single-seaters which dare to attack it.

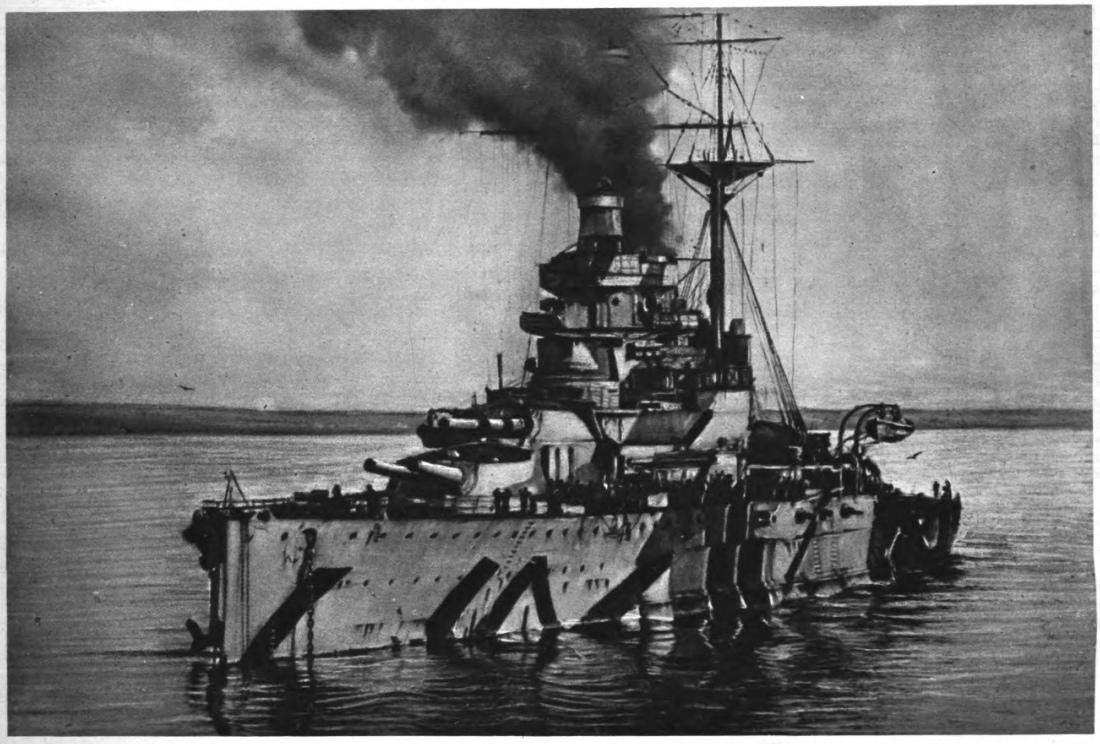
The tenth machine, the S.E.5, is a product of the Royal Aircraft Factory, which clearly shows Captain de Havilland's influence. It has been used in vast numbers, as is natural with an official design, and has always had the best available engines issued for it. Consequently, it has many German victims to its credit.

The last machine on the list is the Sopwith Dolphin, one of the very few Sopwith products which have had a fixed cylinder instead of a rotary engine. The machine is excellent, and the pilots think very highly of it as a single-seat fighter, so long as it keeps going.

NO LONGER OF THE "UNMENTIONABLE" CLASS: NEW BRITISH BATTLE-SHIPS.



ADDED TO THE GRAND FLEET DURING THE WAR: H.M.S. "BENBOW" (LEADING) FOLLOWED BY H.M.S. "MARLBOROUGH," BOTH OF THE "IRON DUKE" CLASS.



ONE OF FIVE NEW BATTLE-SHIPS OF THE 1913-14 PROGRAMME, ALL NOW INCLUDED IN THE GRAND FLEET: H.M.S. "RAMILLIES"—A CLOSE VIEW.

Since the surrender of the German Navy much less reticence has been observed concerning the strength of the British Grand Fleet and the details of its newest ships. As mentioned on another page, it has been stated that during the war there have been over twenty additions to the list of ships composing our Battle Squadrons. Of those illustrated above, the "Benbow" is a Dreadnought of the "Iron Duke" class, and belongs to the 1911-12 programme. She was built at Messrs. Beardmore's yard. The "Ramillies" belongs to the battle-ship programme for 1913-14, along with four other ships, the "Royal Sovereign," "Royal Oak," "Resolution," and "Revenge." Photographs of these ships appear on another page of this number. The "Marlborough," a Dreadnought of the "Iron Duke" class, was built at Devonport.

THE ALLIES IN TURKEY: GENERAL WILSON AT CONSTANTINOPLE.

Photographs Supplied by Alfieri.



THE LANDING OF GENERAL SIR HENRY F. M. WILSON AT CONSTANTINOPLE: PINNACES AT THE QUAY.



INSPECTING THE GUARD OF HONOUR OF RELEASED PRISONERS: GENERAL WILSON ON THE QUAY.



INCLUDING ANZACS DESTINED FOR EGYPT: RELEASED BRITISH AND INDIAN PRISONERS AT CONSTANTINOPLE.



IN CLOTHES PROVIDED BY THE BRITISH GOVERNMENT: RELEASED PRISONERS AS GUARD OF HONOUR.



THE FIRST BRITISH DESTROYER TO COME THROUGH THE DARDANELLES: MOORING IN THE GOLDEN HORN.



ONE OF THE FIRST BRITISH OFFICERS TO ARRIVE AFTER THE ARMISTICE: COMMANDER CHILTON, R.N., AT PERA.

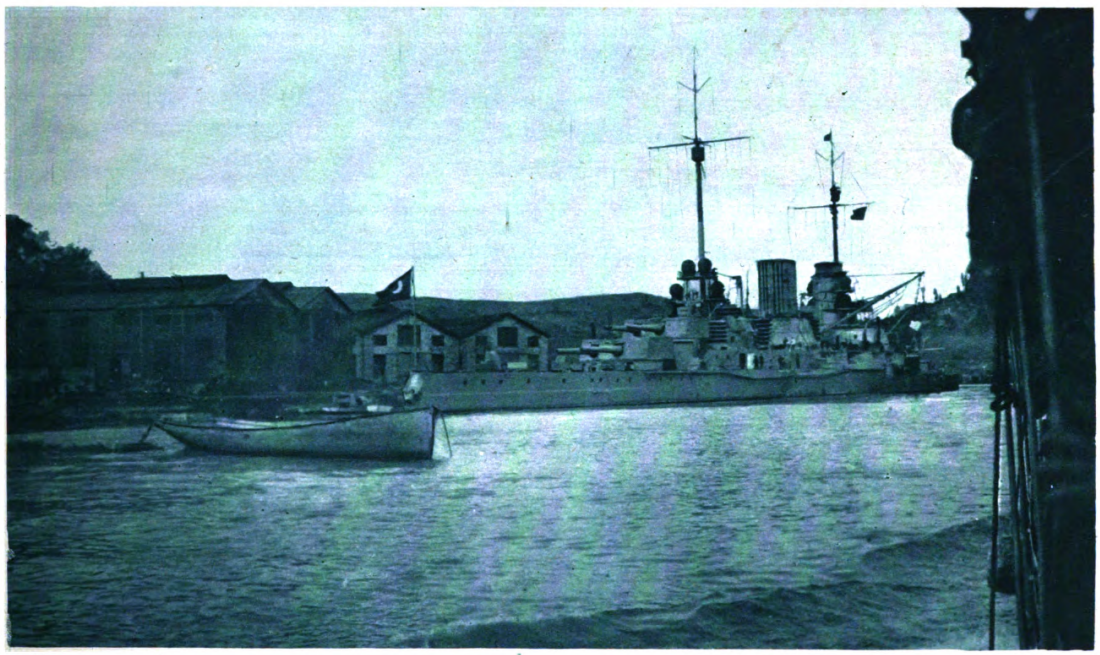
General Sir Henry F. M. Wilson (who must not be confused with General Sir Henry H. Wilson, Chief of the General Staff) arrived at Constantinople in H.M.S. "Témëraire," on November 13, to command the garrisons of Allied troops in the forts of the Dardanelles and the Bosphorus. Writing from Constantinople on that day, Mr. G. Ward Price says: "General Sir Henry Wilson has just landed on the quay. He was received by Djevad Pasha, Turkish Chief of Staff, and on the quay were drawn up a guard of honour of several hundred British and Indian prisoners of war in their light-coloured clothes of blanket cloth. . . . The men are now dressed in civilian clothes provided by the British Government, through the Dutch Legation. . . . The British among the prisoners are being moved to Salonika this week on their way home, while the Australians and New Zealanders go to Egypt. There was a triumphant cheer from the latter when General Cory told them that Anzac troops have been landed to hold the forts on the Gallipoli Peninsula."

NOW SURRENDERED: THE "GOEBEN" BOARDED BY BRITISH OFFICERS.

Photographs Supplied by Alfieri.



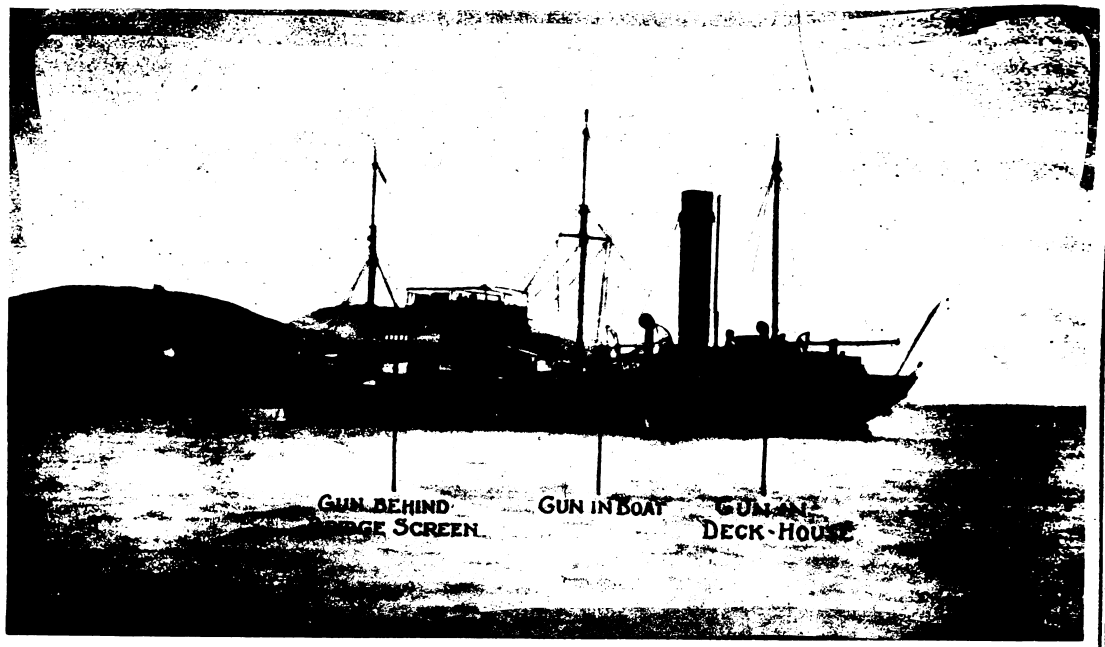
THE FIRST BRITISH OFFICERS TO BOARD THE "GOEBEN": THE CHIEF OF STAFF AT SALONIKA AND A NAVAL CAPTAIN RECEIVED BY ADMIRAL ARIR PASHA ON NOVEMBER 12.



SINCE SURRENDERED TO THE ALLIES: THE EX-GERMAN BATTLE-CRUISER "GOEBEN" (CALLED THE "YOUS" BY THE TURKS) FLYING THE TURKISH FLAG IN STENIA BAY.

On December 6 the Admiralty announced: "All the Turkish war-ships have surrendered to the Allies and are now interned at the Golden Horn, Constantinople. The ex-German battle-cruiser 'Goeben' has also surrendered, and is now lying at Stenia, in the Bosphorus." Writing on November 12, Mr. G. Ward Price says: "The 'Goeben' is now called the 'Yous' by the Turks, a name given to Sultan Selim the Grim. She has a Turkish Admiral, Arir Pasha, on board, and a Turkish crew. This morning, with a British Naval Captain and a Major-General, I went to visit her. It was the first time British officers set foot on her decks. The ship has been chiefly damaged by mines, two in the Black Sea early in the war, and three during her sortie and attack on British monitors outside the Dardanelles last spring. In each case the outer hull was blown in, but the inner bulk-heads held. . . . During the six days she was aground, the 'Goeben' was raided day and night by British aircraft. Two British bombs struck the ship."

THE NAVY'S ANTI-SUBMARINE MYSTERY SHIP "Q 7": H.M.S. "PENSHURST."



WITH GUN-SCREENS DROPPED AND THREE GUNS REVEALED: "Q 7" AS SHE WAS WHEN OPENING FIRE ON A U-BOAT.



SHOWING A COLLAPSIBLE BOAT (LEFT) AND DECK-HOUSE CONCEALING GUNS; AND A DISGUISED BLUEJACKET: "Q 7" AT SEA.

H.M.S. "Penshurst," *alias* "Q 7," is one of the famous "Q" boats, or "mystery" ships, so successfully used by the Navy against the German submarines. In the lower photograph she is seen on the hunt for them at sea. The man on deck in mystery rig is a British Bluejacket and gun-layer of the 12-pounder gun concealed in the collapsible boat, the side of which can be seen on the hatch to the left. The man is on the look-out for submarines, but keeps his look-out furtively while moving about the deck, ostensibly doing the odd jobs that are always to hand in a merchant ship. The after-deck-house (where another man's head is looking out) contains two guns. The whole side of this house falls down at the touch of a lever, disclosing the guns. In twelve seconds from the order to open fire, one of these guns got in a decisive hit on a German submarine, that penetrated and burst in the engine-room. Since the Armistice many thrilling accounts of fights between Q-boats and U-boats have been published.

A MYSTERY SHIP ON ACTIVE SERVICE: "Q 7" IN THE ATLANTIC.



SHOWING HER COLLAPSIBLE BOAT (LEFT) WITH ITS HIDDEN GUN; AND A DISGUISED OFFICER IN "MYSTERY" RIG: "Q 7" CRUISING.



IN HEAVY WEATHER: THE "Q 7" (H.M.S. "PENSHURST") CRUISING AT SEA ON THE LOOK-OUT FOR U-BOATS.

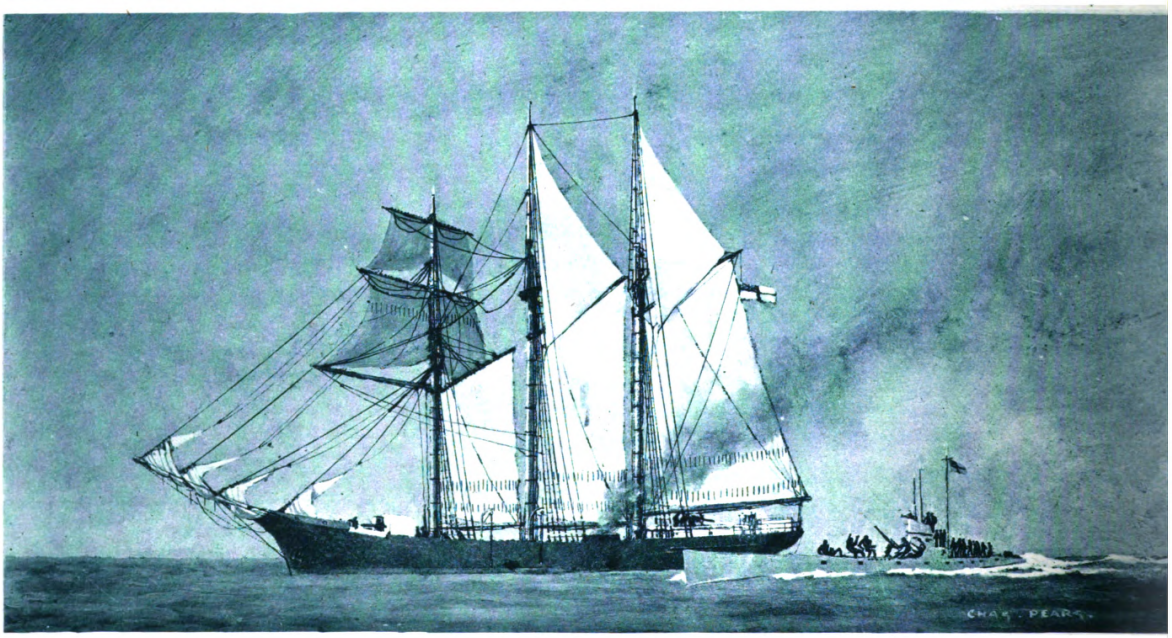
One result of the Armistice has been to lift the veil of secrecy which during hostilities surrounded the Navy's anti-submarine "mystery" ships, or "Q" boats. On the opposite page is shown a typical example of these cunningly camouflaged vessels, the "Q 7," otherwise known as H.M.S. "Penshurst," which did good service against the German U-boats. Here the same ship is seen patrolling the seas on the look-out for them. The upper photograph was taken during a cruise in the Atlantic for the purpose of waylaying the notorious "Deutschland" ("U 155," now safely berthed in St. Katherine's Dock) while on the way back to Germany from her famous cargo-fetching voyage to America. A concealed gun may be observed in the collapsible boat (on the left) on the after-hatch. On the deckhouse above is a British Naval officer disguised in "mystery" rig.

THE DESTRUCTION OF A U-BOAT BY A Q-BOA

Dr



A BRITISH MYSTERY SHIP, H.M.S. "PRIZE," HELD UP BY A GERMAN SUBMARINE: THE "PANIC PARTY" PUTTING OFF IN A BOAT.

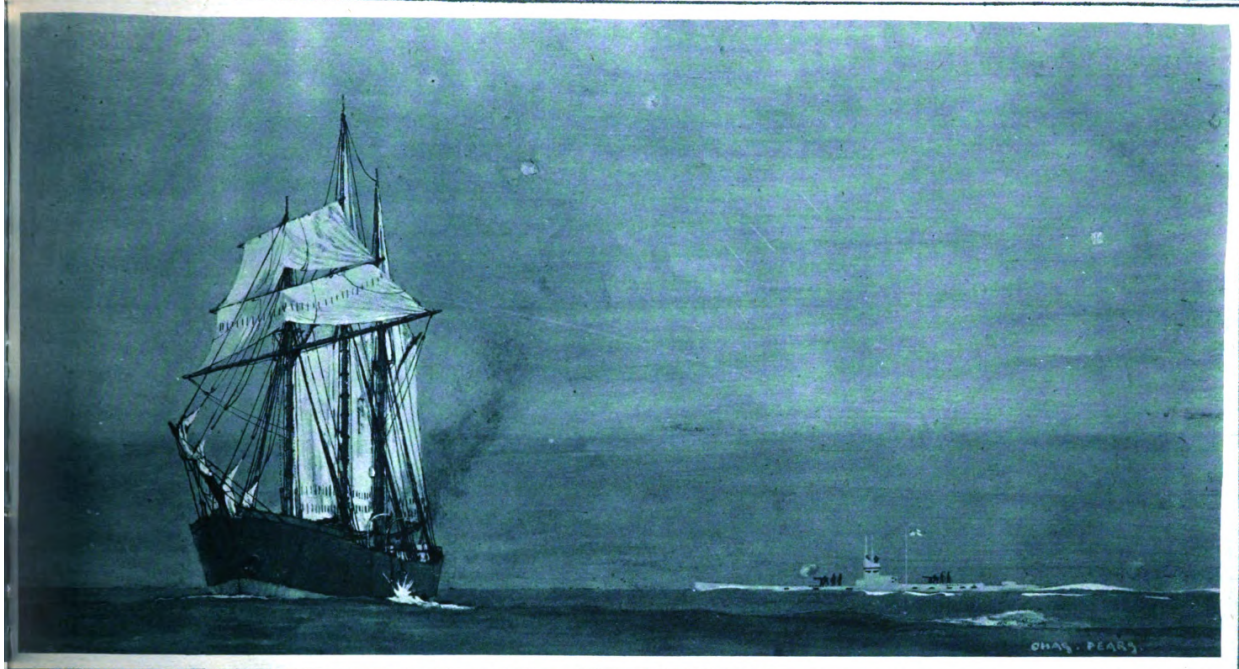


TURNING THE TABLES: THE "PRIZE" HOISTING THE WHITE ENSIGN AND OPENING FIRE ON THE U-BOAT AT SHORT RANGE.

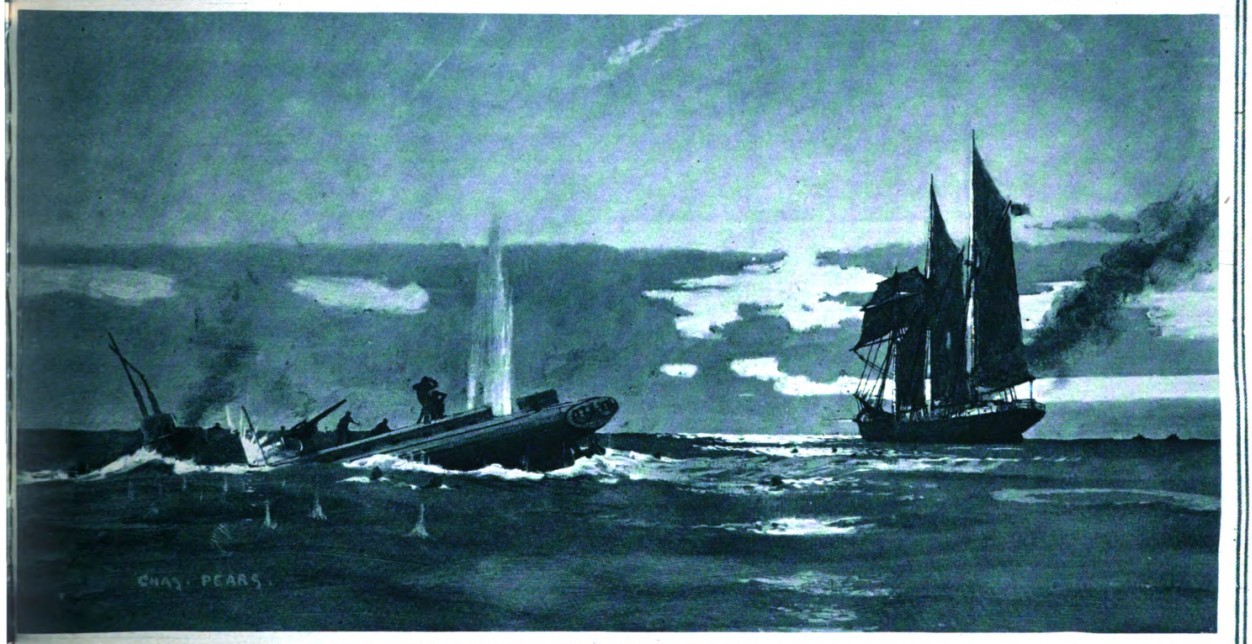
The story of this action was told as follows in the "Gazette" when the V.C. was awarded to the commander of the "Prize," the late Lieut.-Commander W. E. Sanders. "H.M. 'Prize,' a topsail schooner of 200 tons, sighted an enemy submarine on April 30, 1917. The enemy opened fire at 3 miles' range and approached slowly astern. The 'panic par in charge of Skipper William Henry Brewer, immediately abandoned ship. . . . The guns' crews concealed themselves by lying face-downwards on the deck. The enemy contin deliberately shelling the schooner, inflicting severe damage and wounding a number of men. For 20 minutes she continued to approach, firing as she came, but at length, apparen satisfied that no one remained on board, she drew out on the schooner's quarter 70 yards away. The White Ensign was immediately hoisted, the screens were dropped, and all guns oper

CATCHING A TARTAR—FOUR PHASES OF THE ACTION.

CHARLES PEARS.



THE SECOND PHASE: THE "PRIZE" TAKING PUNISHMENT FROM THE SUBMARINE SHE HAS LURED TO ATTACK HER.



THE END OF THE SUBMARINE: "THE GLARE OF AN INTERNAL FIRE VISIBLE THROUGH THE RENTS IN HER HULL."

fire. A shell struck the foremost gun of the submarine, blowing it to atoms and annihilating the crew. Another shot demolished the conning-tower, and at the same time a Lewis gun raked the survivors off the submarine's deck. She sank 4 minutes after the commencement of the action, in clouds of smoke, the glare of an internal fire being visible through the rents in her hull. The captain of the submarine, a warrant officer, and one man were picked up and brought on board the 'Prize,' which was then herself sinking fast." The shot-holes were plugged and she reached land 120 miles away. Unhappily, some months later, the gallant "Prize" was lost with all hands, "presumably as the result of an engagement with one or more enemy submarines."—[*Drawings Copyrighted in the United States and Canada.*]

BRITISH OBSERVERS ON THE ZEPPELIN SHED AT MAUBEUGE

DRAWN BY H. W. KOEKKOEK FRO



IN THE CROW'S NEST OF THE GREAT ZEPPELIN SHED CAPTURED AT MAUBEUG

British troops entered Maubeuge in the early hours of November 9, two days before the Germans signed the Armistice. "Before leaving," writes a "Times" correspondent on that day, "the Germans destroyed the factories of Maubeuge, which were chiefly metal works. . . . The Mayor to-day had already drafted a proclamation to the people, congratulating them on their deliverance, and paying a generous tribute to the 'valiant English troops' who have freed them from 'the brutal force of the militarist oligarchy of the German Empire.' And I would say, in conclusion, that the particular brigade which entered Maubeuge to-day is the same as took Preux-au-Sart after very hard fighting on Monday last (November 4), and has since

WATCHING THE GERMAN RETREAT ON THE WAR'S LAST DAY.

A Sketch by Charles de Grineau.

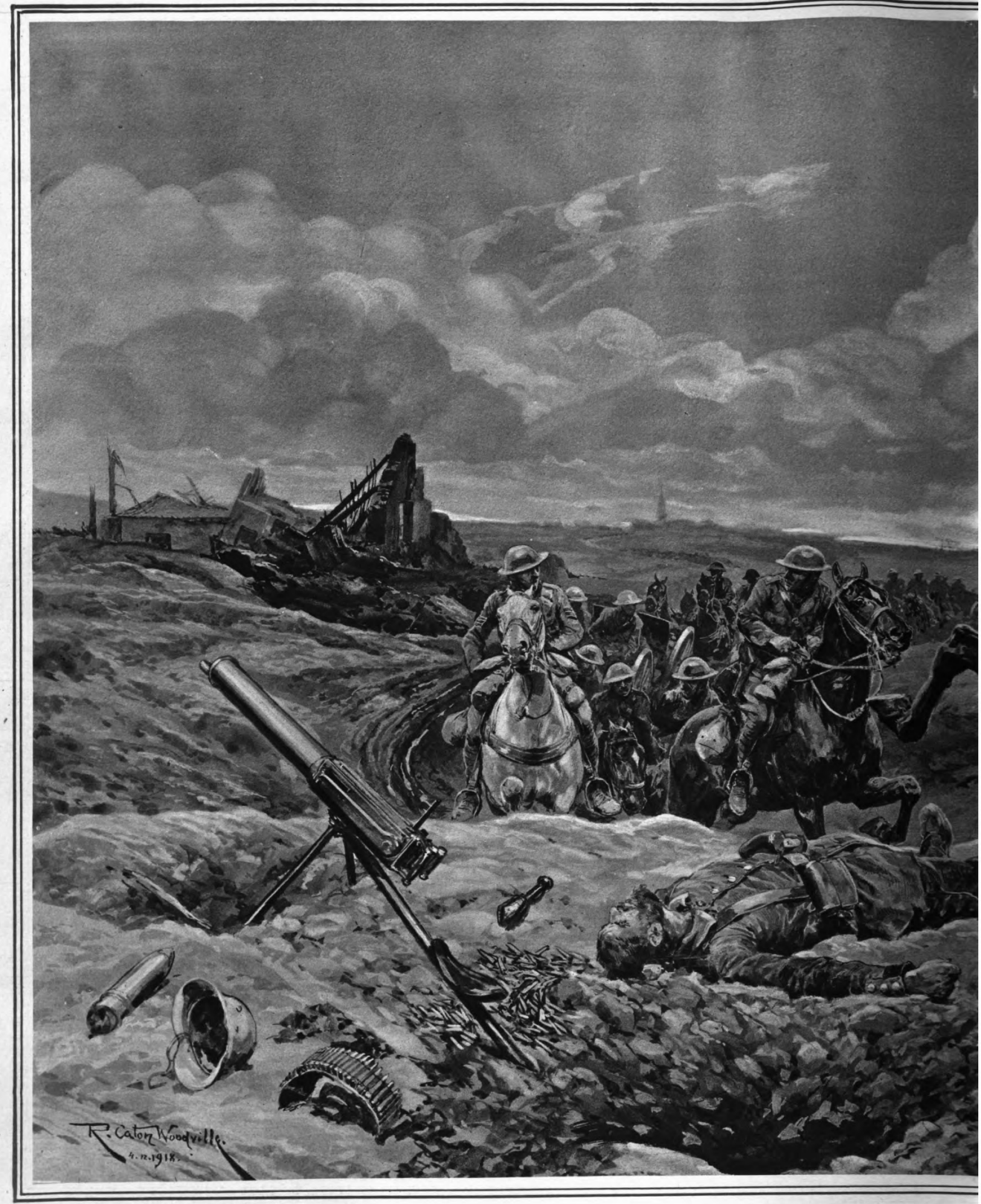


BRITISH OBSERVERS WATCH THE ENEMY RETIRING OVER THE BELGIAN FRONTIER.

then driven the Germans before it without giving them a moment's rest." The drawing shows, on the left, British infantry advancing and (nearer) a Field Artillery section going into action. In the distance, on the extreme left, is Mons. Further to the right are some armoured train engines on a railway. Beyond them are occasional German shells bursting on a ridge, and a burning dump. In the right background is the river Sambre, with a railway and a line of trucks beyond it. As soon as the Germans had left Maubeuge, they proceeded to shell it, without, however, doing much damage or causing many casualties.—[*Drawing Copyrighted in the United States and Canada.*]

ON THE TRACK OF THE WAR'S LAST BARRAGE: BRITISH

DRAWN BY R. CATON WOODVILLE FRO

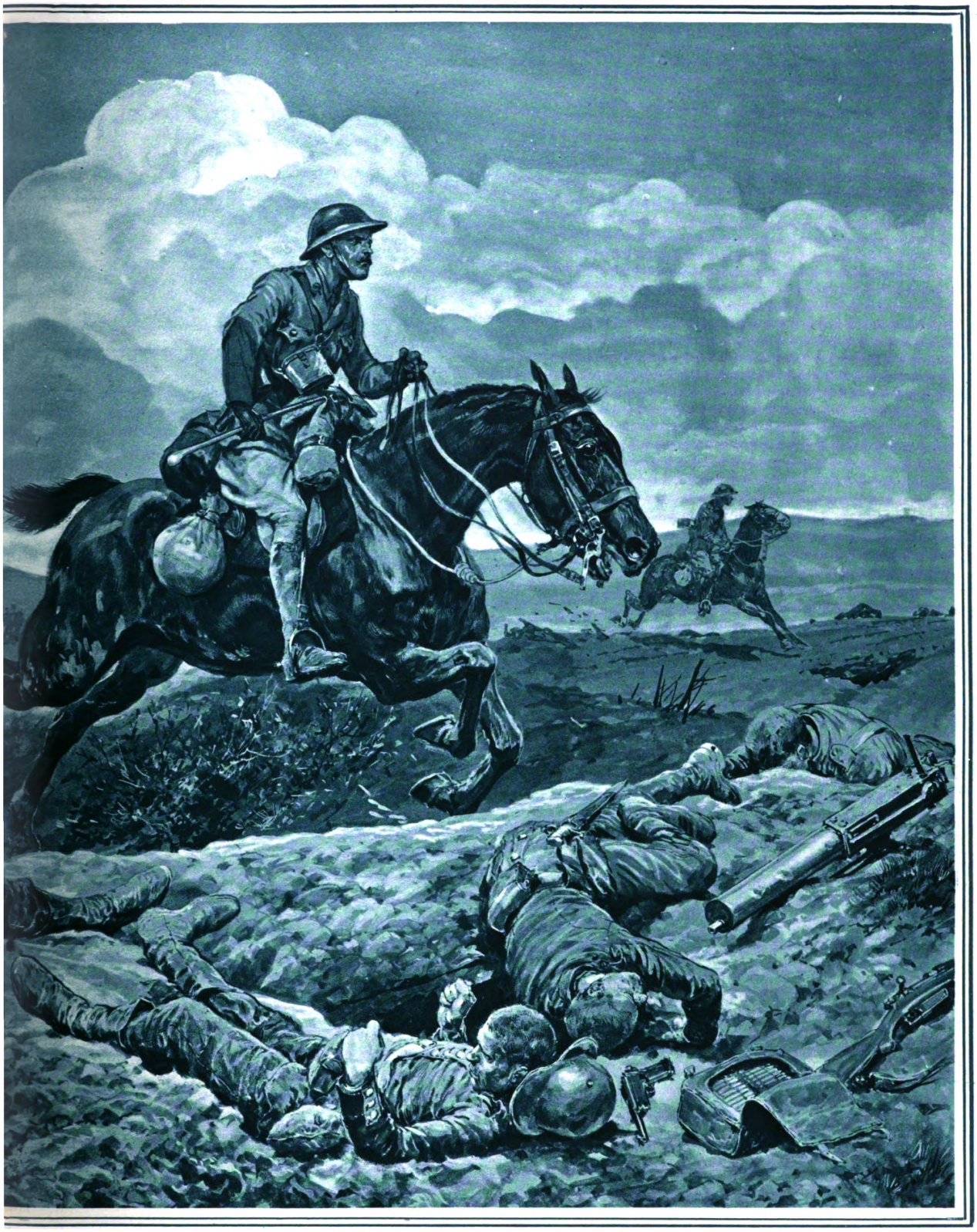


THE SPLENDID WORK OF THE FIELD ARTILLERY IN THE LAST PHASE: AN R.F.A. S

The dash and go of the Royal Field Artillery during the open fighting which, in the last phase of hostilities on the Western Front, came so suddenly after the long years of trench-warfare, cannot be too highly praised. It was their initiative and dogged perseverance which made the advance possible, and shattered the enemy's highly trained and wonderfully organised machine-gun rear-guards. The foreground of the drawing shows a corner of the battlefield where a "nest" of German machine-

FIELD ARTILLERY ADVANCING ON THE WESTERN FRONT.

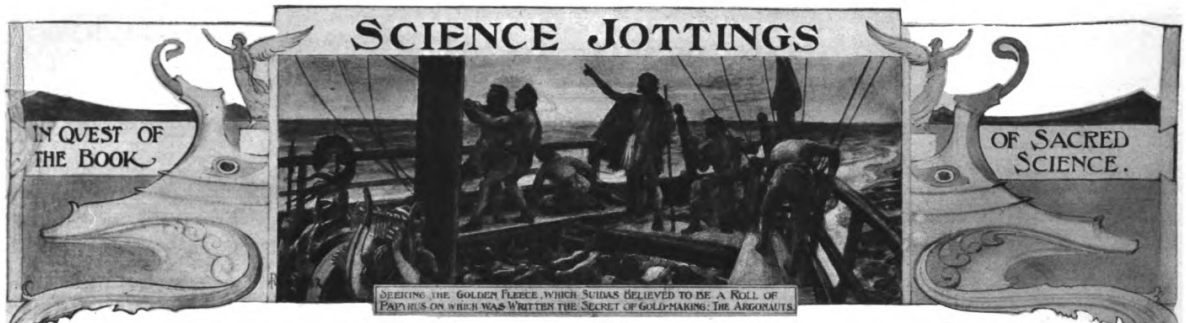
A Sketch by Charles de Grineau.



CTION DASHING FORWARD OVER GROUND JUST SWEPT BY THEIR BARRAGE FIRE.

guns, which had held up our infantry, had just been wiped out by the British artillery's barrage. The ground is strewn with corpses, guns, rifles, helmets, packs, cartridge-cases, and all kinds of litter. Beyond is an R.F.A. section, with its leader on the right, dashing forward on the heels of the retreating enemy to take up fresh positions.—[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS



SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

EPIDEMICS AND A MINISTRY OF HEALTH.

THE influenza plague is stayed, and the authorities have thought it worth while to put out a statement (which will be accepted by nearly everyone in medical practice) to the effect that the recent epidemic does not differ in form from attacks of the same malady in former years. It follows that its greater violence and wider spread must be due to the weakening of the power of resistance in the populations attacked—which include, it should be noted, not only the inhabitants of these islands, but almost the whole civilised world. This is of great significance for the future, because, whether the cause of this weakening be insufficient feeding, anxiety of mind, or overcrowding, there is not likely to be any serious lessening of such causes in the time now coming upon us. On the other hand, pestilence (to use the good old Biblical phrase) has almost invariably followed war; and the conditions of life in Central Europe and Russia are but too likely to make these countries a breeding-ground for infectious maladies for some time to come. We may therefore look forward to the arrival on our shores of one or more epidemics from the East of a considerable severity in the near future. Can we prepare for it—and, if so, how?

Foremost among the measures we can take in advance for this purpose is the Ministry of Health which Mr. Lloyd George, if—or perhaps I should say when—he is returned to power, will almost certainly set up. Those newspapers which have all along advocated this measure are now so confident that its adoption will automatically cause all epidemics to pass us by that one wonders, on reading them, if the belief in magic is so dead as the high priests of "progress" would make out. But those who talk and write thus must be singularly ignorant both of the real reason why epidemics die out, and of the uncommonly small part that the most thorough measures of isolation and disinfection can play in their extinction. As Dr. Hericourt points out in his excellent little book, "Les Frontières de la Maladie," for one person who is attacked by bubonic plague, cholera, typhoid fever, diphtheria, or any other epidemic complaint in sufficiently violent a form for him or her to become a notifiable case, there are probably many thousands who have taken the infection so mildly as to be entirely unaware of it. But such persons, although congratulating themselves on what they consider their escape, generally present in their *sputa* or other *dejecta* the specific bacillus of the malady epidemic at the time, and are therefore, though themselves immune, abiding centres of infection. Hence, he argues with much show of reason, an epidemic dies away not so much by reason of any treatment by the faculty, but because the whole population, by undergoing it in one form or another, becomes, so to speak, vaccinated and immune against its recurrence until either the immunity wears out or a new generation arises which does not inherit the immunity of its parents.



IN HIS "MYSTERY" KIT: THE HELMSMAN OF THE "Q" SHIP H.M.S. "PENSHURST."

This is not to say that all measures of isolation and disinfection are useless. On the contrary, they are probably of the greatest use in preventing the too rapid spread of imported maladies in their most virulent form; and it may even be that we should do well to revive for some years the ancient method of quarantine against those floods of dirty, verminous, and generally insanitary aliens whom the ghettoes of Northern and Central Europe will soon begin again to "dump" on our too hospitable shore. It is easy to see that a Ministry of Health would have a better chance of passing legislation of this kind than any private person could have, and might even see in time that the examination of immigrants was real and not perfunctory, and that those undesirable from the sanitary point of view were rigidly excluded. But where it would be of the greatest use would be in promoting and stimulating research alike into the causes of these epidemics and of their treatment. If we were to have it conclusively proved, for instance, that the cause of influenza is, as ninety-nine out of a hundred men of science believe, Pfeiffer's bacillus, we could then tackle with greater assurance of success the means of combating the malady—and, what is probably the same thing, of detecting those cases before mentioned as being too mild in their character to give otherwise recognisable symptoms. The making of the necessary bacteriological examination in every suspicious case would take up far too much of the time of an overworked general practitioner, but would present no difficulties to a well-organised Government Department.

Another function which a Ministry of Health might usefully perform is that of advising the public as to their conduct during an epidemic. The new Departments set up during the war have not been backward in issuing edicts and advice—not always practicable—to the rest of the population; but here is a case where a Ministry *ad hoc* might really speak with effect. Then, perhaps, we should be spared such ill-considered and amateur counsel as that to snuffle salt-and-water up our noses when influenza is about, with the probable result of carrying the germs from the already sterilized external regions to the more sensitive mucous membrane of the inner respiratory tract. The Ministry might also advise us instead to gargle with simple disinfectants like a weak solution of peroxide of hydrogen—a remedy which, so far as one can remember, was not even hinted at by our Solomons of the Press, but will be found of real efficacy. F. L.

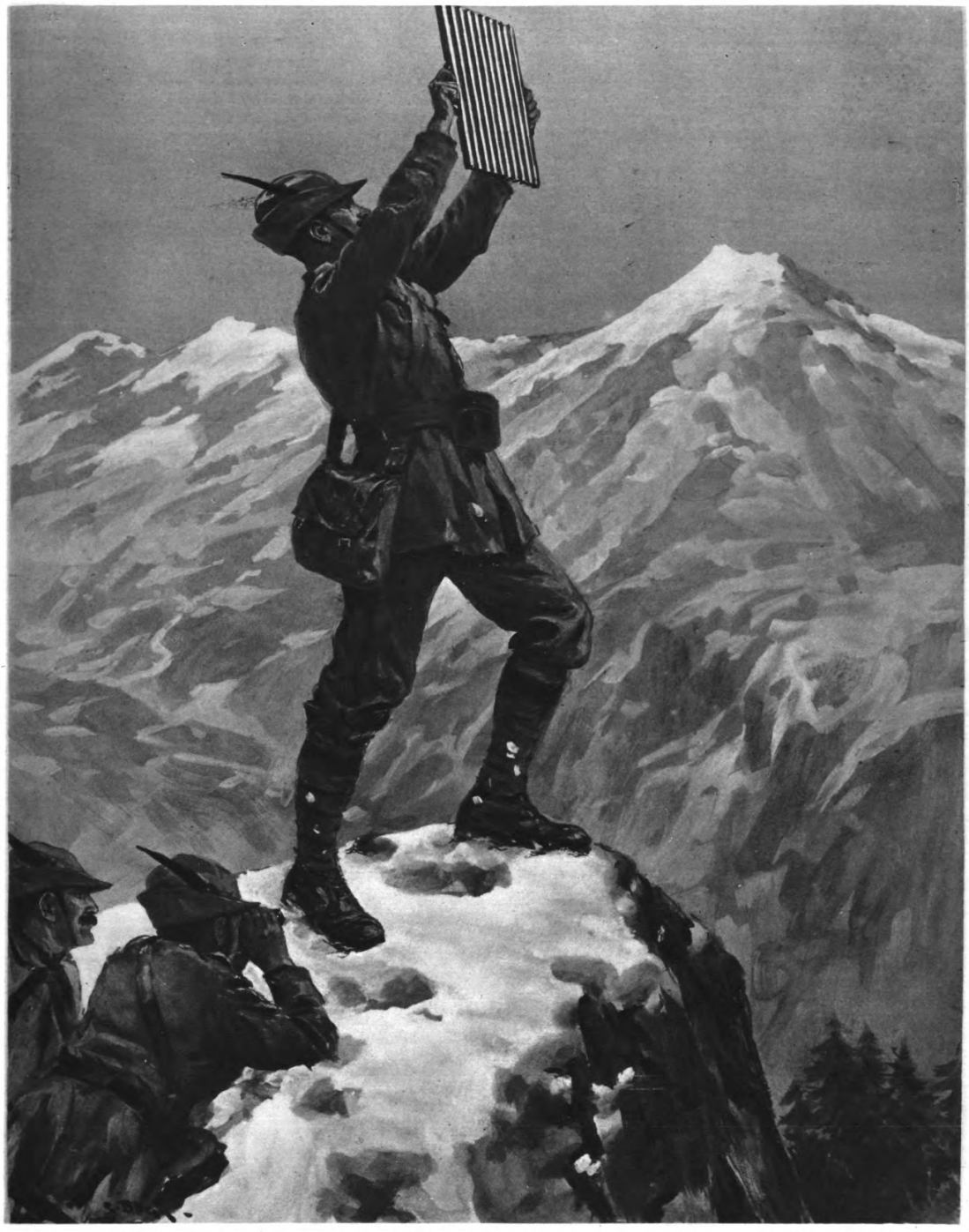


IN THE CANADIAN ZONE: GUN-EMPLACEMENTS OF ONE OF THE NAMUR FORTS.

Photograph by Canadian War Records.

SIGNALLING ON ALPINE PEAKS: AN INGENIOUS ITALIAN DEVICE.

DRAWN BY S. BEGG FROM A SKETCH BY JULIUS M. PRICE, OUR ARTIST WITH THE ITALIANS.



RED AND WHITE IN PLACE OF DOT AND DASH: ALPINI SIGNALLING NEWS OF THE ARMISTICE FROM ONE MOUNTAIN OUTPOST TO ANOTHER.

In a note to his sketch, from which this drawing was made, Mr. Julius Price writes: "In those distant stations high up amidst the eternal snows, where men have lived in solitude for many long and weary months, the news of the ending of the war means a good deal more than peace. It signifies their early return to the busy haunts of men in the world below, for many of these brave Alpini have never set foot on the plain since they took up their vigil here at the commencement of the war. It is of interest to note the curious method of signalling. It consists of a sort of stout accordion-pleated cloth (with handles) made in two colours—red and white alternately. When held lightly it shows red only; when pulled taut the white is seen. By this ingenious arrangement a complicated code is quite possible.—[*Drawing Copyrighted in the United States and Canada.*]

WITH THE ARMISTICE COMMISSION: AT SPA—THE FORMER GERMAN G.H.Q.

Photographs—British Official and Illustrations Bureau.



MAKING A FINE IMPRESSION BY THEIR SPLENDID APPEARANCE: BRITISH CAVALRY RIDING THROUGH SPA.



RECEIVING A BOUQUET FROM TWO LITTLE GIRLS: A BRITISH GENERAL ARRIVING AT SPA.



FLYING THE WHITE FLAG: A GERMAN CAR LEAVING THE GROUNDS OF THE INTERNATIONAL ARMISTICE COMMISSION AT SPA, FORMERLY THE GERMAN MAIN HEADQUARTERS.



FORMERLY THE GERMAN G.H.Q., NOW OCCUPIED BY THE ARMISTICE COMMISSION: THE HOTEL BRITANNIQUE—A GROUP OF ALLIED OFFICERS.



HEADS OF THE BRITISH, FRENCH, AND BELGIAN MISSIONS: GENERALS HAKING (4th FROM LEFT), NUDANT (5th), AND GENERAL DELOBBE (7th).

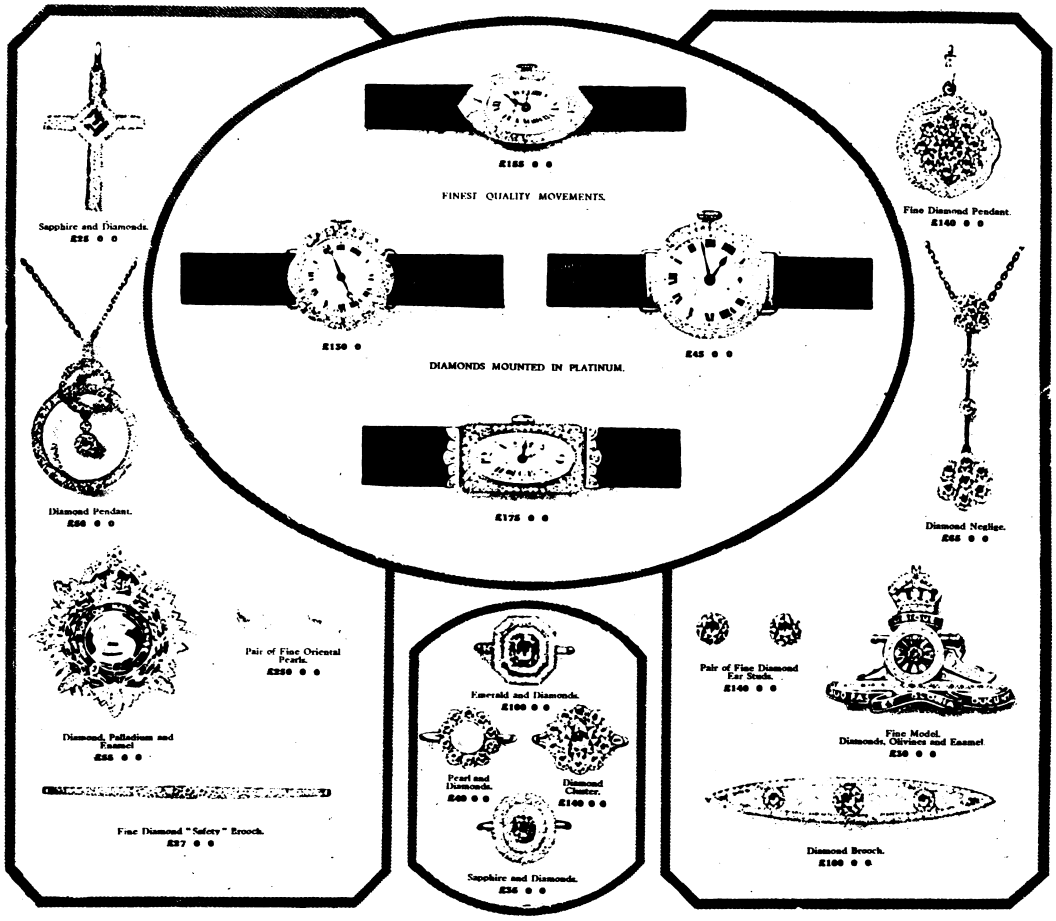
Since the Armistice was signed, the Commission appointed to carry out its terms has been sitting at the Hotel Britannique, formerly the German Main Headquarters, at Spa. It was from this hotel that the ex-Kaiser started into exile, after a long interview with Hindenburg. General Nudant, head of the French Mission, who presides, lives in the ex-Kaiser's villa, and General Haking in a house formerly occupied by Ludendorff. After a recent visit to Spa Mr. Philip Gibbs writes: "There were German soldiers on our side of the frontier in the town. . . . For the first time since the war began, I saw them walking about freely and not as prisoners amid our own officers and men. There are 250 of them in Spa, working under the white flag with the British Missions to arrange the details of handing over material of war, according to the conditions of the Armistice. To-day I saw a group of German officers preparing to set out in a motor-car. It is true there was a white flag in the front of the car, but otherwise they seemed to be starting out on a joy ride. To me it is the most sensational thing I have seen since the entry into Lille. . . . Yesterday the first squadrons of British cavalry passed through."

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THE RIVIERA.

DURING the four years of storm and stress which have swept over Europe through the intrigues of Germany, the celebrated winter resorts on the sunny shores of the Mediterranean have been practically deserted by fashionable Society. Villas and flats have been left untenanted. Permission to travel has been denied, and the dangers of the seas have made cross-Channel passages unpleasantly risky, demonstrating the necessity for the submarine railway destined to connect England and France at some approaching period. The rolling-stock of Railway Companies in France has been commandeered for the transport of troops, ammunition and stores, and also for conveying the sick and wounded to a climate mild and eminently recuperative. Men in uniform, nurses, with the badge of the noble women who have devoted themselves to the service of the sick and wounded, have replaced the representatives of rank and fashion whose winter season was spent at Nice, Cannes, or Mentone, or even the more popular resort of Monte Carlo, which has at last found favour with Mrs. Grundy. She was once inclined to consider it taboo owing to the Casino, which, however, has been more than a special Providence to those who have settled down under the banner of Prince Albert. Notwithstanding the scant patronage bestowed on the Casino owing to the restrictions imposed on would-be visitors, M. Camille Blanc, the worthy chairman of the "Société des Bains de Mer de Monaco," should have acquired more than ordinary title to the gratitude of those about him, for there is not a beggar to be found in the Principality. The Casino has given war grants all round, has established co-operative stores and rationing committees, and very shortly a full programme of all the sports and entertainments about to be organised for the winter season will be published, as extended as possible with regard to the aftermath of the war. Calls are still being made, for the supply of coals, on the rolling-stock of the railways to our Allies on the other side of the Italian frontier, and the tramway system which, during the war, has been one of the most reliable services for communication between Nice and the Principality of Monaco, and on to Mentone and the Italian frontier, offers sufficient vagaries to form the libretto of a comic opera. The inconvenience has only been experienced by residents, for the men who are in uniform have had motor-cars placed at their service, though they have been rigorously excluded from the famous rooms. There is a time in the morning when strangers are admitted to view the interior of the rooms with the decorations of the master hands convened to make the Casino a work of art. Under the guidance of a capable cicerone they are led from room to room. Their attention is called to the paintings by men of acknowledged talent, to the interior of the rooms and theatre, the last monument which the architect of the Opera House in Paris erected to his fame. Then they are taken out along the famous terrace trodden by the visitors of every rank and nationality who were attracted by the amusements and entertainments provided for the pleasure of guests during the winter. Talent is engaged regardless of expense, and the impresario, M. Gunsbourg, scours Europe to obtain the best lyric artists giving many a budding singer the seal to his or her lyric reputation by the approval of the hypercritical audience assembled in the theatre, which is worthy of being termed the "Conservatoire des Arts de la Côte d'Azur." The Comédie Francaise sends down its *troupe*, and gives the visitors of the best of its *répertoire*, while the theatrical companies from the Paris theatres seek for the confirmation of the success accorded them in the French capital. There are ballets well staged and, interpreted by a *corps* second to none in Europe, and then there are the pleasant afternoon or evening concerts, under the leadership of Maëstro Louis Ganne; with his own orchestra, that we shall all be glad to welcome once more to the sunny South. The full programme of the winter entertainments will be published in due course, when all the possibilities have become known, and probably the town of Nice may mark the era of peace and prosperity dawning on the South of France by again inviting Prince Carnival and his spouse to establish themselves on the Place Massena, and give the signal for those wild rejoicings which fortify the public against the Lenten fast, and are nowhere carried out with more *brio* than on the shores of the Mediterranean. Golf is popular all along the Riviera, and the same may be said of lawn-tennis, for all the various localities have laid themselves out to cater for players, and vie with each other to provide the best links and courts for their patrons who prefer play to the attractive Alpine excursions organised during the season.



WHERE, DURING THE WAR, UNIFORMS HAVE REPLACED THE FASHIONABLE CROWD: THE FAMOUS TERRACE AT MONTE CARLO.

THE FLOWING TIDE OF PELMANISM.

10,000 ENROLMENTS IN A MONTH.

"PEACE, PELMANISM, AND PROSPERITY."

The coming of Peace has given a tremendous impetus to the Pelman movement.

Within a single month ten thousand men and women have enrolled for a Pelman Course!

"Peace, Pelmanism, and Prosperity" is, in effect, the national watchword of the day. Thousands who have hitherto been prevented from taking it up, are now hastening to begin their study of Pelmanism, which, during the strenuous war years, has proved of such enormous help to business and professional success.

Many big firms are enrolling their employees *en masse*: one famous business house has just enrolled 165 members of its staff.

Every enrolment is made with a definite aim. To gain a bigger salary or a better position; to increase efficiency, to economise time and work; to develop more ability; to broaden experience and to make learning easy—whatever the object may be, Pelmanism never fails to prove its value. There is no man or woman, in fact, who has conscientiously studied "the little grey books" without deriving benefit; the most popular phase being exemplified by the hundreds who have reported 100 *per cent.*, 200 *per cent., and even* 300 *per cent. increases of salary as a direct consequence of Pelmanising.*

The evidence for Pelmanism is freely open to everyone to examine, and will be sent to any reader who applies to-day to the address given.

SALARY DOUBLED IN 3 MONTHS!

REMARKABLE LETTERS.

There is only one way of judging Pelmanism, and that is by *results*. In the records of the Institute there are many thousands of letters reporting the most remarkable "benefits" ever recorded; benefits so substantial and so direct that they speak more plainly than volumes of argument could do. A few extracts are given hereunder from some of these letters.

From Bristol a Pelmanist writes:

"After taking up Pelmanism for about three months I was offered a very high post in the firm in which I am employed. This advancement, *which doubled my salary* (which was not inconsiderable before), I attribute entirely to Pelmanism."

The foregoing is typical of, literally, hundreds of letters, some of which tell of incomes *trebled* and even *quadrupled* as a result of Pelmanism. These letters are not asked for; they are sent of the writers' free will. Pelmanists are only too ready to acknowledge the vast good they have derived from the Course.

Here is another letter from a journalist, who had only got as far as Lesson 4 when he wrote:

"Already I feel a definite change in my mentality, a stirring and stretching in the mind. I cannot praise too highly the *perfectly natural method of progression*. There is no trick or quackery about it, and for the return your System gives it seems to be nonsensically cheap at the fees you charge."

WORTH A HUNDRED TIMES THE PRICE.

Many business men have remarked that the Course to them, would be cheap at ten, twenty, or one hundred times the price. One man, a solicitor, said that a single lesson of the Course was worth £100. The cost, in short, is infinitesimal as compared with results, and small though the fee is, it may be paid by instalments if desired. Cost is no obstacle to anyone becoming a Pelmanist.

Here is another letter—short and sweet—from a busy accountant:

"Since becoming a Pelmanist, I have benefited materially, having been promoted twice in twelve months, with 50 per cent. financial increase."

Large numbers of medical men have taken the Pelman Course, and many of them recommend their patients and friends to do the same. Higher praise from such a cautious and conscientious body of professional men it would be impossible to gain. Here is a letter from one:

"I cannot be sufficiently thankful that I took a Pelman Course. . . . I attribute my success in a large measure to the application of Pelman principles. The study was done in the spare time left to me by a large industrial practice."

Another letter, also from a medical man:

"I took the Pelman Course because my practice was not in a satisfactory condition, and I could not discover the cause. Your lessons enabled me to discover the weak points and correct them, with most satisfactory results. Your Course has proved to be a splendid investment for me. My chief regret is that I did not take it at the beginning."

One of the most interesting letters received by the Pelman Institute during recent months contains the following very frank admissions:

"I admit having read your announcements for some 10 years, and yet I was not (to my eternal regret, be it admitted) persuaded to commence your Course until I noticed your consistent advertising in the *Times*. . . . I do not see how anyone can study the Pelman lessons seriously and not gain thereby—reaping a reward which, besides its definite and tangible advantage, also brings with it developments which have no parallel in money values.

"To those of my acquaintance who ask my opinion of the Pelman training, I have said, and shall continue to say: Take it—follow instructions carefully—and if at the end of the Course you do not admit having gained something good—right out of proportion to its cost—I will personally refund your outlay."

CONSIDER THESE POINTS.

There is no parallel to the amazing success of Pelmanism, amongst all classes; and every month, every week, its success and popularity increase.

It is perfectly simple and easy to master, takes but very little time, and can be studied anywhere. Being taught entirely by correspondence, it does not matter where you live. Many successful Pelmanists took up the Course when living overseas in remote corners of the Empire.

It has now been adopted by over 400,000 men and women, *and no thorough student of the Course has ever yet failed to secure "results."*

Full particulars of the Pelman Course are given in "Mind and Memory," which also contains a complete descriptive Synopsis of the 12 lessons. A copy of this interesting booklet, together with a full reprint of "Truth's" famous Report on the work of the Pelman Institute, and particulars showing how you can secure the complete Course for one-third less than the usual fee, may be obtained gratis and post free by any reader of "The Illustrated London News" who applies to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

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Dental Cream, 1/4; Soap, 10½d. and 1/9 per tablet;
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Of all Chemists and Perfumers.



J. GROSSMITH & SON
DISTILLERS OF PERFUMES NEWGATE ST. LONDON

LADIES' NEWS.

OUR Sex—we must spell it with a big S—is very much in the public eye just now. We have had a really delightful message from our Queen, and we honour and respect her so much that we are preening ourselves and feeling what a mere man would call "greatly bucked up." The mere woman hardly knows how better to express it. Then we are receiving all sorts of civilities, not altogether unconnected with our newest possessions—Votes! The Prime Minister—who has proved himself brave—is holding a meeting to address Women Only. Mr. Asquith, on the other hand, declined public discussion with his woman opponent. She, poor soul, no doubt with a view to being thoroughly businesslike, paid her nomination fee by cheque and was disqualified because she had not done so in notes. The ways of men will need a good deal of finding out by their newly equalised sisters. Again, women have organised and carried through a Victory Ball, which has realised £16,000 for the National Tribute to Nurses. Also women organised and carried to successful issue the Savoy Fair, which will give a good round sum to the Central Committee of the Prisoners of War Fund. Many other things bring women forward, happily in quite the right way.

There was no one handsomer at the Savoy Fair on its opening day than the opener, Princess Patricia of Connaught. She possesses the *flair* for dress, not for being in the van of fashion so much, as for being always attractively and harmoniously attired to suit, but never to rival, her individuality. On this occasion her dress, what was visible thereof, was bronze velours cloth. The coat was *tête-de-nègre* and gold brocade, edged with brown fur, and the hat was a tall-crowned, wide-brimmed Pilgrim Father shape, of *tête-de-nègre* velours, closely brocaded and embroidered with pale gold. A superb silver fox—head, tail, and paws, as well as skin—was the collar. The Duchess of Portland and the Countess of Reading went the round of the Fair with the Princess. The Duchess was attired in black velvet with a touch of peacock-blue, and her high-crowned velvet toque was of darker blue velvet; her pearls were magnificent. Lady Reading—tall and graceful—was dressed in bronze crêpe-de-Chine, clinging and soft: the little coat ending in points finished with tassels at either side. The hat was rather mitre-shaped if one can realise an ecclesiastic wearing one sideways, and it was of bronze silk. Blue fox furs were worn. These ladies were a trio good to look upon.

Lady Eustace Percy was a very tall bride; in this she takes after her handsome mother, Mrs. Laurence Drummond, who was Miss K. Antrobus. There were three Duchesses at the wedding, who made one think well of the appearance of our wearers of the strawberry-leaved coronet. Her Grace of Northumberland, in dark-blue velvet and furs, the Duchess of Abercorn, in black with ermine fur, and the Duchess of Portland, in black velvet. Two Marchionesses also creditably characterised the good looks of the owners of the alternate strawberry leaves and ball coronets. Lady Titchfield, fair and blue-eyed, and Lady Granby, dark-haired and eyes of grey or brown—the kind of which only intimates know the real colour. Mrs. Arthur Stock was a tall and elegant figure at the wedding. She is the mother of young Lord de Clifford, now eleven, whose father was killed in a motor accident.



AN ORIGINAL COAT.

Fit to face any weather is a woman when she is muffled up in a coat like this of black musquash, with its abundant trimming of checked black-and-white fur.

Lord and Lady Eustace Percy are spending their honeymoon at Albury Park, the lovely place in Surrey which was brought into the Percy family by a former alliance with that of Drummond—*i.e.*, through the present Duke's grandmother, daughter and co-heiress of Henry Drummond, M.P. This Duchess of Northumberland was a devoted follower of the Irvingite doctrines. Her son, Lord Algernon Percy, whose only son was killed in action on the *Queen Mary* in the Battle of Jutland, was at the wedding.

Odd commissions come to women at Christmas-time, with men far away on many fronts, with more time now to think of their personal wants than when killing and maiming was in progress. From two quarters a case of Gillette razors has been requisitioned. A journey to 200, Great Portland Street—quite a pleasing one—revealed the fact that these favourite implements are in neat little cases, from a guinea each, which include a very smart-looking plated razor and a box of twelve double-edged (making 24) blades. There are other more elaborate cases, but the point is to be sure that razor and blades are genuinely Gillette. Reward will ensue in the comfort to the recipient, who will be all smiles after his shave, and give pleasant thoughts to the faithful feminine who saw that it was the right implement.

Dora has apparently already taken her hands off gold and silver lace. Time was when we might have been imprisoned for wearing it. A dear old lady, who had always used the broad and very handsome gold stripes that used to adorn her late husband's trouser-legs to trim some part of her own attire, as a way of keeping his memory bright, put it aside lest Dora should have punished her connubial faithfulness. It is returning to the light as a trimming for a velvet victory cape, together with fur. Dora was not really very "don'tee" about gold and silver lace and thread, although her mandate did limit the use of it. Now that so much will not be required for uniforms—the smallest amount on that of hundreds of thousands of officers did put a strain on the supply—it may once again

(Continued overleaf.



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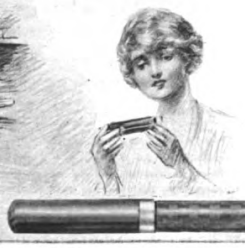
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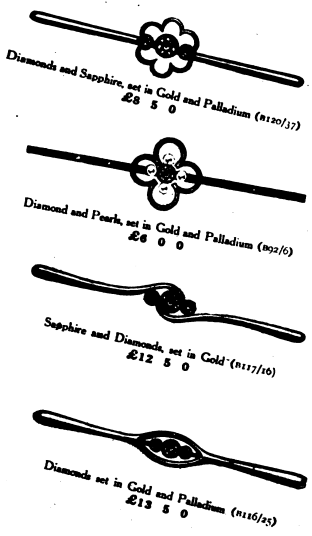


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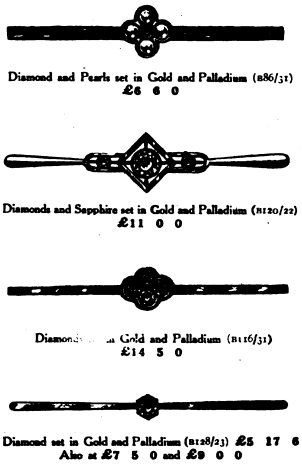


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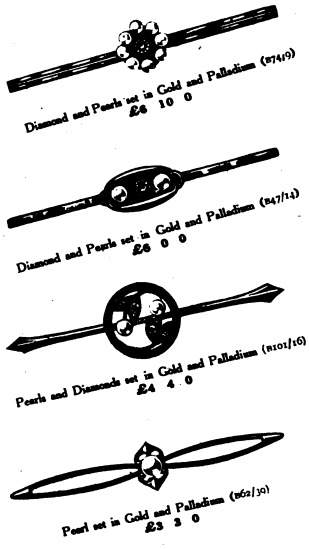


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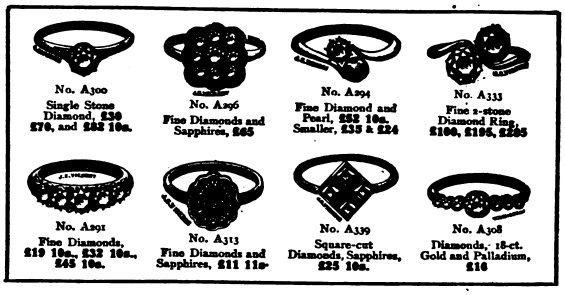
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The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

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Continued.

go for adorning merely beauty, which in these days is little accounted of if unadorned.

Once again we turn our thoughts with keenest pleasure to delightful things which we use now with clear consciences. One of them is perfume; and when this is British—as Yardley's is British—and has been established a century and a half, then our conscience is crystal clear about enjoying it. At their headquarters, 8, New Bond Street, there is a choice of their delicious scents than which there can be no more elegant a form of present, none more acceptable than a box of eau de Cologne, celebrated for its fresh aromatic and delicious fragrance, and a real luxury of the toilet, if, indeed, not an actual necessity. There is no finer brand than Yardley's. A further speciality is Lavender Soap, which, although not expensive, is of assuredly the highest quality.



BRITISH EAU-DE-COLOGNE: YARDLEY'S.

One thing the Ministry of Food has done for which many thousands of people will bless them — that is, placing a large additional quantity of tea on the market. Christmas presents so often take the pleasant form of tea. It is good news, therefore, that the United Kingdom Tea Company, 1, Paul Street, E.C., is prepared to supply customers with tea for Christmas presents and for charitable distribution. The price is 2s. 8d. per lb., and no extra charge is made for packing in ¼, ½, or 1 lb. bags. Tins holding 7, 10, 14, or 20 lb. of tea are specially suitable for seasonable gifts. Volora—pure and very choice cocoa—is supplied by the Company at 3s. per lb., and selected coffees at 2s., 2s. 2d., and 2s. 4d. per lb.; so all who are intent on good beverages for presents now know where to get them.

There is something particularly fascinating in the dressing of hair these nights. Coiffures during the day suffer eclipse from hats, and come out the more bewildering and *chic* in the evening for the daytime suppression. There is just the general rule of neatness to be observed, and after that feminine fancy may go free as to style. I have seen a wholly admirable, classically dressed head of fair hair—not waved, but obviously a plentiful and home-grown crop — combed back and arranged in a loose *chou* at the back of the neck. At either side there was a chain of discs of Whitby jet. The ladies of the classical days knew nothing of the charm of this glittering blackness against fair hair and in proximity to white skin. Another coiffure was Japanese in idea, but small and neat. Brushed back and raised high, there was a further and smaller elevation further to the rear, and little bits twiddled above the ears. The ornament was a roll of jade-green velvet, between the two elevations, with a knot of tulle the same colour rising at one side. Again a fascinating coiffure was nut-brown, fluffed out and divided above the left ear. At a perilous-looking but distinctly effective angle rose a clear shell comb with an elaborate lace-work head.

The point about the gowns of the moment is their points. Every second draped dress falls into points somewhere. A bride of last week had her soft white satin falling in two points at either side near the back, and each terminated in a long, slender silver tassel. They showed well with a square narrow train, dropping down between them from the shoulders, of white chiffon wrought lightly with silver. Tablier drapings in jetted net or lace fall in points over slender satin skirts, the points accentuated by jet tassels; short trains run to points—the mode of the moment is, in fact, decidedly pointed.



OUR DOGS' WEEK: A W'ORKER FOR THE NATIONAL EGG COLLECTION.

Little Michi Mori, a Japanese dog (age three years), who sent to the wounded 240 new-laid eggs, is by Ota ex Yen Yen (grandsire, the beautiful Toshimo, winner of many first prizes). It is one of the best and smallest male Japs bred in this country, and is the property of the breeder and owner, Mrs. Samuel Smith, of Hampstead, who has sold four of these beautiful little dogs for 100 guineas and given the money to the Red Cross Fund.



A NEW DUCHESS: THE DUCHESS OF GRAFTON.

By the death of the nonagenarian Duke of Grafton, on December 4, the Earl of Euston, second son of the late Duke, has succeeded to the title as eighth Duke. The new Duchess of Grafton was married to the Duke, then Earl of Euston, in 1916, and is the daughter of Sir Mark John MacTaggart-Stewart, Bt., and widow of the seventeenth Baron Borthwick.

Photograph by Lafayette.

A lead-pencil that will not do its work smoothly and well is a nuisance, and of late there have been many such. Now a really good pencil is a blessing without disguise, and a gift of a box of these reliable friends is a gift worth having. To secure their liability it is as well to make sure that they are Venus brand. There are no less than seventeen grades from which to make selection, from 6B to 9H, and in addition there are three styles of copying-ink pencils. The latter are immensely liked by our boys overseas. The Venus is easily marked down by its familiar green marble finish and the word Venus.

The National Food Fund, which has done splendid work since the outbreak of war, had its annual meeting last week, at which Earl Brassey (Chairman) presided. Mr. J. A. Eshelby gave an account of what work had been accomplished. It included the feeding of many thousands of Belgian war refugees, necessitous English, Serbian, and others. It was enabled to do this by the generosity of the public at home and overseas, and by gifts of food from business firms too numerous to mention. The Belgian Minister and Mme. Moncheur, Countess Brassey, Lady Emmott, and Lady Aberconway were present.

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The Export of Brown & Polson's "Patent" Corn Flour and "Paisley Flour," perforce curtailed during the War, will be resumed throughout the world as early as possible.


Give Her
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FAIRYLAND AND REALITY:

CHRISTMAS GIFT-BOOKS FOR YOUNG READERS.

NOT yet has the approach of peace brought back quite the old abundance of illustrated Christmas gift-books, for conditions are still difficult in the publishing trade. Yet, even so, we have received a goodly array of volumes which will delight the hearts of young readers to whom their elders are wise enough to give them. Some treat of fairyland, some of real life; but, as usual, fairyland predominates.

From the Bodley Head, under the ægis of Mr. John Lane, have issued five very attractive books. One is "Canadian Wonder Tales," by Cyrus Macmillan, with illustrations in colour by George Sheringham. In a foreword, Sir William Peterson writes: "This is the book of a soldier student. Captain Macmillan interrupted his teaching work in Montreal to go overseas with one of our McGill batteries, and from 'Somewhere in France' he has asked me to stand sponsor for his volume. The author's method resembles that followed by the brothers Grimm a century ago. He has taken down from the lips of living people a series of stories . . . handed down by oral tradition from some far-off past. They are mostly animal stories." The author himself says of his tales: "Many of them are still reverently believed by the Canadian Indians, and all are still told with seriousness around camp-fires in forests and on plains, upon the sea, and by cottage hearths. . . . The proofs were corrected by the writer in the intervals between other duties on Vimy Ridge." The numerous illustrations are remarkably fine. The artist has interpreted the spirit and atmosphere of the tales with high skill and sympathy, and there is a note of strong originality both in his colouring and his manner of design. While he preserves the glamour of romance, he does not lapse into the unreal or fantastic.

"The Fairies' Annual" (John Lane) is "presented" by Cecil Starr Johns, a form of expression which presumably means that he both wrote most of the stories and verses and painted the pictures. Some of the stories are headed by the names of other writers. They will be amusing to little people, and the paintings and drawings will also fascinate them. The "Glow-Worm Lighter" and the "Rain Fairy" are two of the best out of many excellent colour-plates. "Rhymes of the Red Triangle" (John Lane), with verses by Hampden Gordon and pictures by Joyce Dennys, is a worthy successor to "The Hospital A B C." Naturally, it will appeal most to Y.M.C.A. workers, but everyone else will appreciate also the delightful humour both of the poet and of the artist. We should like to quote, but have no space. "A Little Chaff," by Margaret Lavington and Helen Urquhart (John Lane), is a very pleasant little book of poems for children, somewhat in the manner of Stevenson's "Child's Garden." The small colour-plates and the thumbnail sketches are first-rate. "Flower-Name Fancies," written and designed by Guy Pierre Fauconnet, with English rhymes by Hampden Gordon (John Lane), will, with its mixture of French and English, be a good means of giving children a taste for the language of our Allies. The drawings are quaint, but less pleasing than those of the books previously mentioned.

Next we come to examples of the work of two famous illustrators of old standing. A new edition of six of Hawthorne's "Tanglewood Tales" (Hodder and Stoughton) has been illustrated by Edmund Dulac, and, needless to say, the colour-plates, of which there are fourteen, are exquisite in their delicate workmanship. There could be no more delightful introduction than this volume to the old Greek legends related by the famous American writer.

On the same level of quality and attractiveness is a new collection of "English Fairy Tales," retold by Flora Annie Steel and illustrated by Arthur Rackham (Macmillan). Mrs. Steel has included all the old favourites of the nursery, with some other stories whose titles are less familiar. Mr. Rackham's work, both in colour and in line, is as

[Continued overleaf.



IN ITALY: CROWDS OF AUSTRIAN PRISONERS.—[Official Photograph.]

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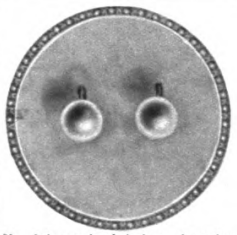
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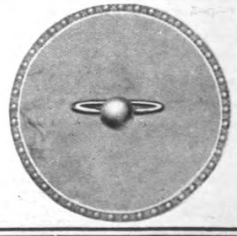
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Compare it with the finest of genuine pearls or the highest-priced artificial pearls.

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(Dept 16).

Descriptive Booklet No. 16 on request.

A MINOR TRAGEDY

By ESTELLE.

"DON'T desert me, Clara," I begged, as my friend rose to go; "that odious Mrs. Hammerton is coming, and I don't feel equal to tackling her alone."

"Sorry," replied she, "but I've got a committee meeting. Just tell me that recipe of yours for a shampoo once again—sallax, smallax, what's the name of the stuff?"

"Stallax," I replied. "It's best to rub a little olive-oil into your scalp before washing your hair. You needn't rinse it afterwards—isn't that a joy? It's just the thing to keep that fair hair of yours the same colour, and to make it look 'like a poet's dream.'"

"That settles it; if you get romantic, I won't stop a minute. Bye-bye, Mabel—thanks, awfully." With that she left me.

I was not pleased to hear Mrs. Hammerton ushered in. I am not fond of Mrs. Hammerton, who has "risen" in life, and proclaims it by an atrociously patronising manner. Moreover, it always distresses me (I am not a nice person) to see a person with a coarse, wrinkled skin, and neglected, faded hair, wearing ultra-fashionable clothes.

"Ha-ow do you do? Dreadful weathah we are having, are we not?" she drawled out as I poured out tea. "Ha-owevah do you keep so wol-looking. Of course, *you've* nothing to do."

During the war I had done a good deal of work in an aeroplane factory. I felt my temper rising. The conversation dragged on; then I bethought me of my knitting. I went upstairs to fetch it, and was some time in finding it.

When I returned to the drawing-room I heard a strange sound, like sobbing, and to my utter amazement I found Mrs. Hammerton in *tears*. It was so unexpected, so utterly unlike, that I could only stammer out—

"Don't—oh, please don't; isn't there anything I can do—oh, what is the matter?"

She calmed down soon, and blurted out in a manner which was quite unlike her former patronising way—

"I c-can't help it. I must tell someone—it's just this. When I married John I was a good-looking girl, though you wouldn't think it now; but we've been through some hard times together, and my looks went years ago. John's just as kind to me, and now we've got money he gives me all the pretty things I used to hanker after when I was young. But I look a silly, ugly, old fool in them—I won't go to a beauty-doctor and be giggled over. I can't tell John—he wouldn't understand."

I soothed her, and I said—

"Dear Mrs. Hammerton, you mustn't worry, you really mustn't. If you'll let me be hatefully rude and interfering, I think I can tell you a few ordinary home recipes which will make all the difference to your looks. You've obviously been pretty, but you've lost the freshness and smoothness of your skin, and the thickness and brightness of your hair, two things without which Venus herself would be very plain. You suffer from enlarged pores, too, which cause blackheads. If you went to an American beauty specialist you would probably be 'skinned,' a painful process which would remove the outer, soiled skin, and leave the new, clear complexion underneath exposed. The principle of 'skinning' is sound, but there are three objections—the pain and unsightliness of the process, the expense, and the fact that the treatment necessitates one laying up for several weeks. The only safe way to adopt this principle without its unpleasantness is to obtain some mercolised wax from the chemist's and smear it lightly over the face and neck, washing it off in the morning with warm water. The curious property of this wax is that it absorbs the soiled particles of the outer skin painlessly and invisibly, leaving the new skin underneath free to breathe. It can be used as often as required, and the cost is trivial. Blackheads are always disfiguring, so, having cured the ones you have, you must prevent others from forming. Blackheads are caused by enlarged pores, and generally form round the mouth and nose, where the pores are always more open. Enlarged pores also cause undue 'shininess' by excessive oily secretion, and they make the skin look coarse. For this purpose stymol is recommended. Dissolve a tablet in water; it will make a lovely effervescent lotion which will loosen any existing blackheads and prevent others from forming by gently closing the enlarged pores. Of course, it also makes a wonderful improvement in the texture of your skin.

"Now you need a lotion to protect your complexion and to give it a lovely 'finish.' Powder is absurdly expensive; the cheaper kinds contain many harmful things. If you obtain some cleminite and mix it with water, and apply a little with the finger-tips, your skin will keep the delicious 'peach-like' look for hours. If you feel tempted to rouge—my advice is Don't—powdered colliandum looks absolutely natural, and doesn't hurt your skin a bit.

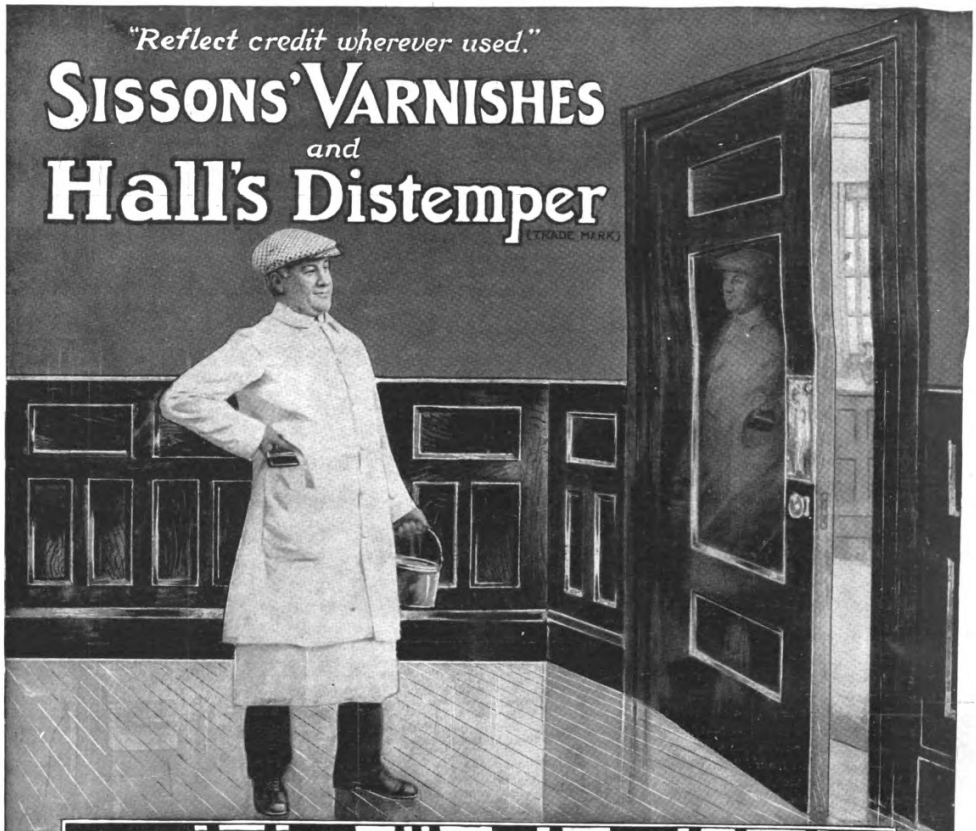
"Do I know anything to bring back the colour to your hair? Let me see—I think the best thing would be to get 3 oz. of bay-rum and mix it with 2 oz. of tammalite. Apply it with a clean tooth-brush. It's a marvellous tonic, and your hair will gradually regain its natural colour, besides growing thicker and stronger. Yes, I always shampoo with stallax."

Mrs. Hammerton listened with almost painful intentness, and at last she said—

"I'll try every one of your notions, Mrs. Summers, and I can't thank you enough. If I ever look a quarter as pretty as you, I'll think myself lucky."

"Reflect credit wherever used."

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You can't paint the lily—you can keep it pure. The natural beauty of healthy teeth is worth a tube of Oriental Tooth Paste.

Continued.

delightful as ever. In every book which he illustrates he seems to surpass himself, and the present volume is no exception to that rule. Fortunate indeed will be the child who first makes acquaintance with the old English stories through this medium. Alongside these two books may be placed one of Belgian origin, "Beasts and Men," folk-tales collected in Flanders, and illustrated by Jean de Bosschere (Heinemann). This, too, has a great wealth of illustrations both in colour and in black-and-white. Both kinds are extremely good, and the humorous detail of all the drawings will be sure to please little people. The artist's foreign touch produces a charming effect of novelty. Here we may mention also a little book of modest appearance called "Fairy Tales from Foreign Lands," by Druid Grayl, and illustrated in black-and-white by Elsie Lunn (Oxford: B. H. Blackwell).

Finally, we have four books of stories suitable for those who have left the nursery for the schoolroom. First comes a handsome edition of Washington Irving's "Old Christmas" and "Bracebridge Hall," with illustrations by Lewis Baumer (Constable). The author, of course, needs no introduction. The illustrator has provided eight colour-plates and a large number of line drawings which are happily in keeping with the text.

"The Girls of Chequertrees," by Marion St. John Webb (Harrap), is, as might be guessed from its title, a story of school life. The author is already well known as a writer of charming fiction for girls by her previous books, "The Littlest One" and "Knock Three Times." Her new story contains several good colour-plates by Percy Tarrant.

The Religious Tract Society also sends us two complete stories. One, called "Sweepie," by E. Everett Green, is all about a brave little girl of that name, and her adventures—not in fairyland, but in real life. The other is "The Sealed Packet," by Laura A. Barter Snow, and has a frontispiece in colour. It is further described as "the stirring story of Aimée's gold-mine," and a hint as to its drift is given by the superscription on the packet: "For my dear child, Aimée Patience Beverley. Not to be opened until a year after my death."

THE PLAYHOUSES.

"SCANDAL" AT THE STRAND.

IF Mr. Cosmo Hamilton's new play, "Scandal," is to be looked upon as typical, neither the war nor the cessation of hostilities has brought about much change or originality of outlook in our dramatists. The policy of the sheep-flock still affects our theatre. In pre-war days we know what happened. Just as when an author made a success, managers tumbled over each other in giving him orders and overworking his talent, so when a playwright exploited a new idea on the stage, his brother-playwrights only too often paid him the flattery of faithful imitation. Our stage, indeed, like our women-folk, was the slave of fashion, and "Scandal" seems to show that one pre-war fashion, at all events, still survives. It was Mr. Sutro, in "The Walls of Jericho," who first offered us the formula of the strong, simple, masterful man from the Dominions plunged into the stifling atmosphere of English smart society, and coupled with a girl of the smart set; Mr. Hamilton serves it up afresh with certain variations; and, of course, employs for climax the inevitable bedroom scene; but in his case the stock situation of the woman objecting to fulfilling her share of the bargain is afforded some piquancy by the fact that the pair are not really married, but have alleged that they have gone through a secret marriage so that the heroine might not be compromised by scandal. Beatrix Hinchcliff is presumably meant to be a girl in whom sexual adventurousness is combined with qualities of the shrew and the minx; but when we look for her tamer to display Petruchio-like airs of forcefulness, he suddenly falls in love with her. She fails to interest or charm us. That may be the fault, to some extent, of Miss Kyrle Bellew, who, with all her poses and decolleté dresses, is an artificial actress. But the play itself is artificial and mechanical, occasionally dramatic, as in the scene which gives Mr. Arthur Bourchier his best chances of figuring as the dominant male—and sometimes farcically amusing, as in the episode Miss Gladys Fiolliott handles delightfully of the grande dame attacked by sea-sickness.



IN NAMUR: OUR CAVALRY RIDING THROUGH THE STREETS.
Canadian War Records.

There should be—and there will be—a bumper house on Tuesday, Dec. 17, for the King George's Pension Fund for Actors and Actresses' Matinée at His Majesty's Theatre, which the King and Queen will attend. The programme is of the greatest interest. Mme. Clara Butt will sing the National Anthem; then will come the second act of "Masks and Faces," by Charles Reade and Tom Taylor, with a wonderful cast. Other notable items include: Scenes from "Macbeth"; a Minuet, arranged by Mr. Louis d'Egville, and to be danced by well-known players, including Mlle. Adeline Genée; and, finally, the audience will enjoy a good laugh at the old favourite comic skit, "A Pantomime Rehearsal," by Cecil Clay, also acted by players of renown; and there will be an Incidental Dance by Mrs. Vernon Castle, and Lady Bancroft will announce the receipts. More need not be said, save that if this remarkable programme would not fill the house twice over, gratitude towards a profession that has done nobly during the war, and the wish to follow the lead of our King, would fill it thrice.

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CONQUERORS AND CAPTIVES.

By CHARLES LOWE.

IT is reasonable enough to suppose that, when not devoting himself (as we are told he is doing) to the feverish writing of his memoirs, the fugitive Kaiser, in his Dutch asylum, may be spending his time ransacking historical records for cases parallel, or analogous, to his own (though there must be few such) with the natural desire to know how similar sovereigns or soldier-chiefs have been treated by their conquerors and captors.

From his Bible itself he will learn that in Babylonia some captured kings were turned out into the fields like cattle to feed on grass; while Joshua's method was still more drastic. In his Gilgal war he was opposed by five kings, who took refuge in a cave at Makkedah. These he ordered to be haled out, hanged on separate trees, and thrust back into their hiding-place, to the mouth of which great stones were then rolled, so that their bones are likely enough to be lying there still. Mithridates, King of the Parthians, committed suicide rather than capitulate to the Romans; but it was different with the great Gallic chief, Vercingetorix, who surrendered to Cæsar after the siege of Alesia, a military feat of a perfectly unique kind. "Vercingetorix," wrote Plutarch, "went out of the gates excellently well armed, and his horse furnished with rich caparison accordingly, and rode round about Cæsar, who sat in his chair of state. Then, alighting from his horse, he took off his caparison and furniture, and unarmed himself, and went and sat down at Cæsar's feet, but said never a word. So Cæsar at length committed him as a prisoner taken in the war, to lead him afterwards in his triumph at Rome"—where he was afterwards done to death, though deserving a better fate.

Our own King Edward III. happened to have two enemy kings in his custody at the same time—John of France, and David II., of Scotland, only son of Robert Bruce, who had been captured by the English at Neville's Cross, near Durham. John was assigned as a residence the Savoy Palace in London; while David spent much of his ten years' captivity at Windsor, where his third successor, James I., the poet-king, was also to languish for eighteen years—but to be treated like the prince and king he was, carefully educated, and married to a noble English wife. In all these cases, the release of the captives was only a question of ransom, which was the mediæval form of what is now known as "war-indemnity." And so it had also been with Richard Lion Heart, who, when returning home from a crusade, was captured by Duke Leopold of Austria, and committed to a fortress, while treated with every honour, as became his high and noble character.

Mary Queen of Scots, it is true, and also her grandson, Charles I., both lost their heads in England; but in each case questions of the infringement of public law and liberty and of the rights of man and woman had been involved. England, however, has always been singularly humane and generous in her treatment of high military and political prisoners, as witness cases such as those of Arabi Pasha; Thebaw, King of Burmah, who was simply deported to India; King Prempeh; Lobengula; and, above all, Cetewayo, the Vercingetorix of the Zulus, who, after the final overthrow of his power at Ulundi, was brought as a captive to London and treated with almost sovereign honours—before being, to some extent, reinstated in his own country. But though the sovereign of a savage people, even Cetewayo had waged war in a comparatively honourable manner; but as for the fallen Kaiser — no, the same cannot with truth be said of him.

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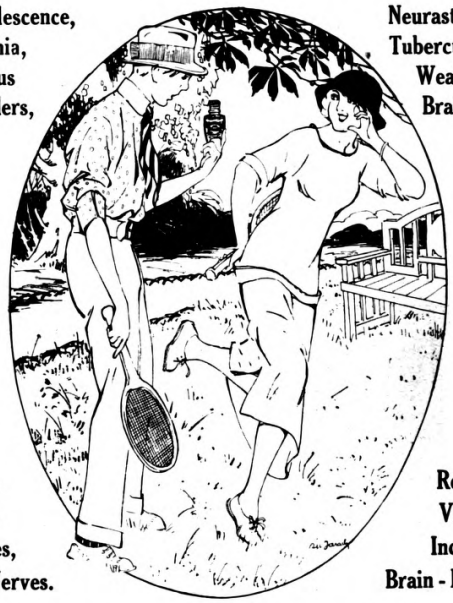
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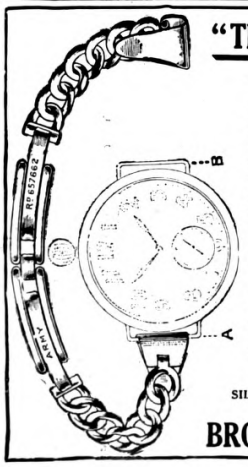


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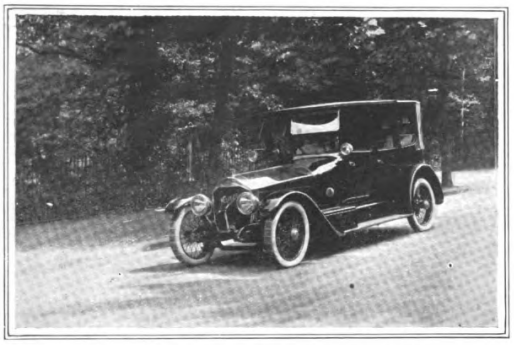
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Regulation Heavyweight	8/6 per pair
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THE CHRONICLE OF THE CAR.

Shows. As I noted last week, there is to be a Motor Show in November of next year. Hard on the heels of the announcement of the S.M.M.T., comes the statement, with what warrant I do not know at the moment, that the French trade intends to inaugurate its first post-war Salon some time in the early spring. One is bound to think that the French manufacturers know what they are talking about, but I should have thought that they would hardly have been ready with their post-war cars in time enough to run a really representative exhibition so soon after the conclusion of the Armistice, which we must remember is not quite the same thing as a definite peace. It may be, of course, that the French Government has given the pivotal motor industry a more generous share of consideration in the matter of the return to normal conditions than our own has extended to the British trade, in which case a number of firms may be farther on than we thought. It rather looks as if this might be so, because I hear all sorts of reports from across the Channel that there is to be a great revival of road-racing in 1919. If the French are really going to race, it follows that their preparations for post-war trade are very far advanced indeed, and we shall have to bestir ourselves to some purpose if we are to keep pace with them.



AN AFTER-WAR CAR: AN ALPINE-TESTED NAPIER.

The fine car which we illustrate is a 30-35-h.p. six-cylinder Alpine-tested Napier, so popular with motorists for its silence and easy control. Its reserve power enables it to be driven at walking pace without changing gear, and its hill-climbing ability has been often proved.

From America, too, come all sorts of reports about shows and racing, but that is scarcely surprising when we remember that on the other side of the Atlantic the motor trade has really suffered very little in the way of interference with the normal course of things in comparison with our own industry. The American motor manufacturer certainly has an eye on the British market, and doubtless banks on the belief that our own restoration to pre-war conditions will be so comparatively slow that he will be at some advantage in the initial stages of reconstruction at least. Nor does he seem discouraged at the idea of a 30 per cent. duty on foreign cars,

[Continued overleaf.



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DANCE FROCK, cut on entirely new lines, with straight bodice of rich quality flowered silver tissue, daintily finished with sequin shoulder straps and wing sleeves. Attractive tiered skirt of black silk net with lace underskirt. In black with coloured tops only. Price—

10½ Gns.

Cannot be sent upon approval.

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Tortoiseshell Cigarette Cases—
Fine 'Blonde' Shell, £5 15 0 each
Dark Shell ... 2 15 0 „

NOTE.—This Establishment is closed on Saturdays.

Debenham & Freebody.

(DEBENHAMS LIMITED)

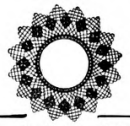
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Famous for over a Century for Taste, for Quality, for Value

MODEL FUR COATS

MADE by our own furriers from sound and reliable skins. The garment illustrated is an example of the value we are offering in our Fur Department.

ORIGINAL MODEL FUR CAPE, in Sable dyed Squirrel, a very soft clinging garment for evening wear, lined French printed Satin Mousseline. Can be copied in Kolinski and various soft furs.



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12 6 in. round Wine D'Oyleys
12 10 in. „ „ „
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£5 5 0 the set.



MARSHALL & SNELGROVE

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VERE STREET AND OXFORD STREET

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NOTE.—This establishment is closed on Saturdays.

Strange, isn't it, that the youngster who "wastes all his money on sweets" is usually an exceedingly well-nourished child? But not so surprising after all, when one learns that Pascall's Sweets and Chocolates—the most popular among both juveniles and grown-ups—contain essential nutriment far in excess of their weight and cost.

Why not make Pascall's delicious Confectionery and Chocolates daily articles of diet in your household?

SWEETS *Pascall Confectionery* **CHOCOLATES**

There are still not enough to go round, but get your share—from good-class Confectioners everywhere.

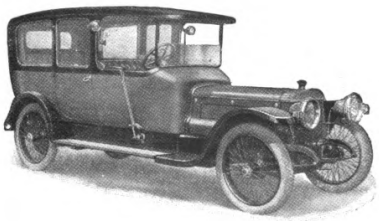
JAMES PASCALL, Ltd., LONDON, S.E.

Lea & Perrins

SOUPS prepared from Vegetables

can be made appetising and enjoyable by the addition of a few drops of LEA & PERRINS' SAUCE.

By Appointment.



Lasting Qualities

THE Daimler is pre-eminent among motor carriages for its lasting qualities. Apart from the scientific selection of the finest materials and micrometrical accuracy in workmanship, the Daimler embodies in its wonderful sleeve-valve engine principles which have enabled it to establish records which have never been challenged. Power, silence, flexibility and reliability are inherent in the Daimler, and after long years of service these qualities are unimpaired.

The delight of anticipation will be yours from the time you decide on the Daimler as your after-war car.

Daimler

The Daimler Company, Ltd., Coventry

Buick

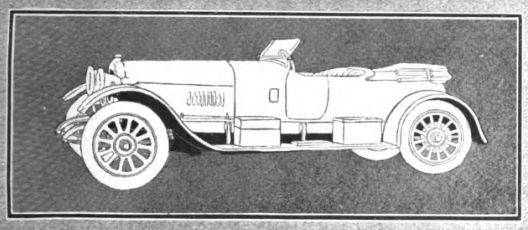
VALVE-IN-HEAD MOTOR CARS

WE have the pleasure to inform our patrons that with the conclusion of hostilities the war work upon which we have been engaged for the past three years will terminate and that we will shortly be in a position once again to undertake repairs at our Wille den factory, both as regards chassis and body-work.

Buick owners whose cars have been laid up owing to the petrol restrictions will be well advised to inform us of their probable requirements in the directions of repair work and replacements, so that the minimum delay may occur when the restrictions are removed.

General Motors (Europe) Ltd.
136 Long Acre, London, W.C.2

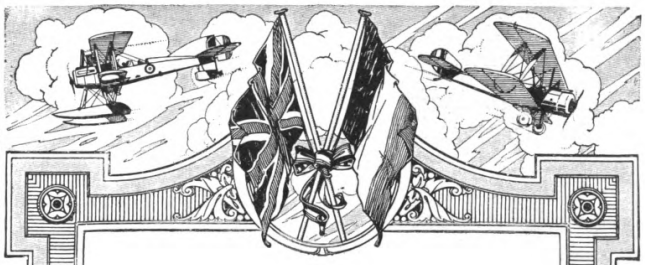
Telephone: Gerrard 9020. Telegrams: "Buickgen, London."



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WINNER
OF 1912
GRAND PRIX
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1914
TOURIST TROPHY
RACE
AND MORE THAN
200
GOLD & SILVER
CUPS & MEDALS

THE SUNBEAM MOTOR CAR CO. LTD., WOLVERHAMPTON
Manchester Showrooms, 106 Deansgate
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J. Keele Ltd., 72 New Bond St., W.1



THE
DARRACQ
POLICY

for their new cars can be embodied in three words

VALUE
for
MONEY

THE DARRACQ MOTOR ENGINEERING CO., LTD.,
Townmead Road, Fulham, London, S.W. 6
West End Showrooms: 150, New Bond Street, W.1

[Continued.]

since I hear of several American cars which are to be placed on the British market, as soon as tonnage is available to bring them over, at prices which seem extraordinarily low—even for American cars—to include duty at that figure. Even so, I think we shall manage to hold our own, if only the Government will make up its mind in the matter of removing the incubus of war control from the factories.

Another Scottish Trial.

The Royal Scottish A.C. announces that, in agreement with the R.A.C., it will hold a reliability trial for light cars in or about June of 1920. The thought which this announcement immediately suggests is: Why not in 1919? As I have already noted, the French industry is talking of racing next year, and it does not seem to me that we need delay for another twelve months before showing that we are alive to the facts of the new situation. I do not know if the Scottish Club has asked for the views of the light-car manufacturers. It may be that these have been ascertained, and that the trade is in favour of a postponement until 1920; but it really seems to me that this is a case in which second thoughts may easily be the best. It must be remembered that the "light" car is essentially a British product. At present it has practically no competitors, and is, withal, somewhat of a favourite in the Dominions. Why, then, let it be thought that we are so unready to tackle the problems of peace as to have to wait for nineteen months to demonstrate that we are still to the fore with the car that is really our own speciality? The trial need not be held as early as June. It can take place as late as the middle of August; and I am perfectly confident that if the Scottish Club were definitely to announce such an event to be held, the entry list would be an eminently satisfactory one. I have no particular feelings regarding the revival of Brooklands racing, or of road-racing for the "big stuff" in the Isle of Man. These can keep for a more convenient season, when we have finished the discussion of more pressing problems; but this matter of the light car I do consider to be one of the most important of the moment. Therefore, I think the clubs concerned should give it further thought; and, if they do, I believe they will see, as I do, that even a belated trial next year would be worth three in the middle of 1920.

W. W.

Naval correspondents have pointed out two wrong descriptions of photographs illustrating the surrender of the German Fleet in our special number of Nov. 30. One, on page 696, taken at sunset, shows the indistinct forms of ships, which, on the photographer's authority, we described as "German destroyers . . . amid their British captors." An officer writes that "the aforesaid destroyers are British." The other case is a photograph, on page 708, showing a line of battle-cruisers in the distance, which, according to information supplied, we described as German ships. Our correspondents explain that in reality they were the British battle-cruisers *Lion*, *Princess Royal*, *Tiger*, *Renown*, and *Repulse*.

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at the Linen Hall, Regent Street, W.

Handkerchiefs
Fancy Linens
Laces . . . .
Gloves & Bags
Perfumery . .
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You are invited to visit us and inspect quite freely.

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The Linen Hall, Regent St.
LONDON, W 1

B.D. B.D.

SPECIAL CONCESSIONS To Motorists



GET READY YOUR CARS

War restrictions on private Motor-cars are already relaxed, and it is reasonable to anticipate that they may be still further relaxed or entirely removed in the near future. In view of the resumption of motoring the "British Dominions" have decided to offer special concessions to motorists in respect of cars now laid up.

For the abnormally low premium of £4 the company will issue a special "Motor Concession Policy" in respect of private cars not exceeding £500 in value. Above £500, 10/- per £100 value extra is charged.

WHAT THE POLICY COVERS

(1) **Accidental Damage** to or loss of Car, Tyres, Lamps and Accessories.

(2) **Third Party**.—Unlimited indemnity in respect of legal liability of the Assured or any other properly authorized driver of the Insured Vehicle for injury to persons, **INCLUDING PASSENGERS**, and to property, including all law costs incurred with the written consent of the Company, etc.

(3) **Fire.**—Damage or loss of Car, Lamps, Tyres, Accessories or spare parts from fire, lightning, explosion, or self-ignition up to full insured value.

(4) **Theft.**—Damage or loss of Car, Lamps, Tyres, Accessories or spare parts by theft, up to full insured value.

(5) **Loss of Motor Coats,** Motor Rugs, and Owner's Luggage actually on the insured vehicle.

(6) **All Medical Expenses** incurred by the Assured for personal injuries caused by accident to the Insured Car, not exceeding £20.

(7) **Personal Accidents.**—To Assured:

Death	£1000
Loss of two limbs or two eyes ...	£500
Loss of one limb and one eye ...	£500
Loss of one limb or one eye ...	£250

Further particulars of cover will be found in the Prospectus.

WHY YOU BENEFIT BY INSURING NOW

You are recommended to secure a "Motor Concession Policy," at once as, when restrictions are withdrawn, the Company will revert to their ordinary rates. By availing yourself of this offer you will—even if restrictions were removed the week after effecting the insurance—be possessed of a policy providing Full Cover enumerated for 12 months from date of issue for about **one third the ordinary rate.** Take advantage of it now and be fully prepared.

Send a postcard at once for full particulars. Please ask for "Motors Concessions Policy" Prospectus.

Head Office: British Dominions House, Royal Exchange Avenue, London, E.C.3

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Branches & Agents throughout the United Kingdom. Application for Agencies invited.

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Keep within the Coal Ration by using the 'HUE' BARLESS FIRE







It saves 33⅓% to 50% of coal, according to type of stove used.

It gives a more cheerful fire and greater heat in the room.

It is self-fixing.

It is not a make-shift appliance, but substantial, beautifully finished and specially constructed to fit YOUR stove.

It has been installed in thousands of private houses, large and small, and adopted by the leading Railways, Hotels, Institutions and Hospitals.

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POST FREE A beautifully illustrated booklet, giving full particulars of the HUE FIRE, showing how easily it is fixed, and many other important points. Send a postcard now to

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To protect the public the word "HUE" is cast on every genuine stove.

Hindes HAIR TINT

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. The highest medical certificate accompanies each bottle.



2/6 per Bottle.
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Arms and Pedigrees of English and Foreign Families.
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PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.

GOVERNMENT RECOGNISES AND ENCOURAGES INDIVIDUAL ASSURANCE.

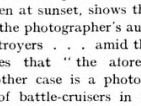
Life Assurance is wisdom for the thrifty and for the prodigal, for the poor and for the wealthy. It is the sure support in future needs. Government recognises the necessity of Assurance by making annual grants to cover the premiums of those called to the colours. Government encourages Life Assurance by making rebates from Income Tax to cover premiums.
Take out an Endowment Assurance Policy *now*. You create a capital that cannot shrink or depreciate—you secure protection for wife and child from the moment the first premium is paid.

Write for particulars of new Standard Life Schemes.

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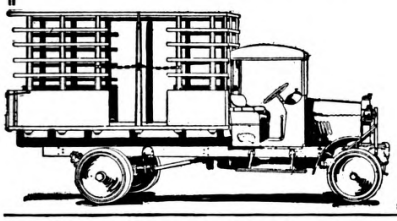
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The light tonnage Denby lorries combined speed with the ability to go anywhere needed without trouble or undue strain.

The heavy tonnage models are constructed to work continuously under the hardest conditions of loads and roads.

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DENBY MOTOR TRUCK COMPANY, Detroit, U.S.A.
(3)



Capacities
1, 2, 3½, 5
Tons

When Roads are Bad

The Test of a Tyre is the Road.

The rough, battle-scarred roads of France have tested tyres to the full, and no tyre has stood the test better than the "Clincher."
What "Clinchers" have done for Britain in the war zone they can do for you on your Commercial Vehicles at home. They will give you efficiency with economy in your delivery service. They will save time and reduce running costs. And "Clinchers" are British to the backbone.

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NORTH BRITISH "CLINCHER" Regd TRADE MARK
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Per 11d. oz.

Tobacco Bloom Smoking Mixture



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THE 'KEY' TO GOOD HEALTH.

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Established 1793.

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SOTOL Antiseptic Mouth and Throat **WASH** (and Nasal Douche) **1/6** or **2/9**

The *Lancet* says—"The Mouth, Throat, and Nasal passages are clean after the use of 'Sotol Solution.'"

The New **SOTOL** (non-carbolic) **TOOTH POWDER** in Shilling Boxes.

Where otherwise unobtainable, apply for direct supply, post free, Western Dental Mfg. Co., Ltd., 74, Wigmore Street, London, W.1

The Proprietors of

TUCKEY'S

"SPECIAL" AND "LIQUEUR" PURE MALT POT STILL SCOTCH WHISKIES



regret that they are unable to open any New Accounts at present, and will esteem it a favour if the public will refrain from writing either to their Glasgow or London Offices, as it entails so much correspondence.

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Treasure Cot



THE PERFECT NEST FOR BABY.

Light, Cosy, Hygienic, Portable.

No hard substances or draughts to mar baby's comfort. Easily washable. No parts to rust. Packs small (weight 9 lbs).

Supplied with either Net or Canopy Support. Catalogue of Cots, Draperies, &c., post free.

No.0. Plain Wood - **23/9**
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The Treasure Victory Cot will delight a Soldier's wife **23/9**

Cots sent free on 7 days' approval.

Our Specialities are "ALL BRITISH."

Treasure Cot Co., Ltd.
Dept. Z2 Showrooms (mid floor)
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Sir Arthur Pinero writes: "I am inclined to think that the 'De Reszke' *American* is the best Virginia cigarette I have ever smoked."

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Telegrams: "Bathchair, Wesdo, London." "The Alleviation of Human Pain." *(ESTABLISHED OVER 70 YEARS.)* *Telephone:* 1040 Mayfair.

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The "Wiesbaden"

(Old name, new model.)

Self-propelling Chairs and Hand-Tricycles, for in or out-door use. Of distinctive construction and unlimited durability.

These Chairs are illustrated, with prices, in Sectional Catalogue No. 4.

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2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

Gowns 84/- Skirts 21/- Corsets 21/- By Royal Letters Patent. FINLAY'S MATERNITY *Adjustable any size.* As supplied to Royalty. BABY Outfits COTS Layettes.

SEND FOR FREE CATALOGUES & PATTERNS.

H. FINLAY, 47, DUKE STREET, LONDON, W. 1 (Facing Selfridges).

ALTHO' THE BEST-IT COSTS NO MORE

Yardley's Eau de Cologne

OF ALL CHEMISTS & FROM 8 NEW BOND ST. LONDON

All Chemists, 2/6 & 5/-

MOTHERSILL'S SEASICK REMEDY

Testified by Royalty, Nobility, Army, Navy, and Airmen all over the world.

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HOMEWARD BOUND

Guard against

SEA SICKNESS

MOTHERSILL'S SEA-SICK REMEDY IS INVALUABLE, IT POSITIVELY PREVENTS & CURES SEA, AIR, & TRAIN SICKNESS

No bad after-effects.

GUARANTEED OR MONEY REFUNDED

MOTHERSILL REMEDY CO., LTD., 19, St. Bride Street, London, E.C. 4.

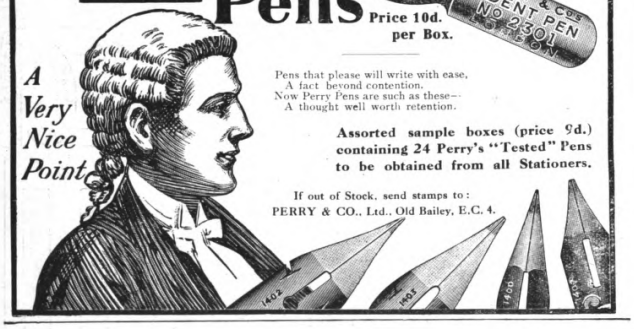
Perry's TESTED Pens

Price 10d. per Box.



The Indent Pen.

A Very Nice Point



Pens that please will write with ease,
A fact beyond contention.
Now Perry Pens are such as these—
A thought well worth retention.

Assorted sample boxes (price 9d.) containing 24 Perry's "Tested" Pens to be obtained from all Stationers.

If out of Stock, send stamps to:
PERRY & CO., Ltd., Old Bailey, E.C. 4.

A Laxative and Refreshing Fruit Lozenge FOR

CONSTIPATION

Gastric and Intestinal Troubles

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Sold by all Chemists, 3/- a box.

Foster Clark's

The Creamiest, most economical Custard obtainable, delicious flavour, absolutely pure, most nourishing.

The Cream of All Custards.

Cream Custard

Myers' Silver Series



Smooth and Velvety, with Easy Gliding Action. The Pens for Restful Writing.

ASSORTED SAMPLE BOX.

Post Free **7½d.** *from Manufacturers.*

M. MYERS & SON, Ld., Charlotte Street, Birmingham.

KILLED HER MOUSTACHE FOR EVER AFTER 30 YEARS.

I Told Her Free How to Destroy All Trace of Superfluous Hair Growths, Never to Return, Just as I did.

LET ME HELP YOU ALSO FREE.

Are you a sufferer from Superfluous Hair? Have you tried every paste, powder and liquid you ever heard of, in the hope of getting rid of it for ever, root and all, only to find that everything made it worse? Have you submitted to the painful electric needle, only to find that it, too, is useless, as well as dangerous? Have you come to the conclusion that Superfluous Hair can never be cured, and that you must always go through life obliged constantly to use temporary depilatories, or else be subject to the remarks of others as long as you live?



If so, no matter how stubborn your growth, or how many things have failed, I want you to write to me. I will send you free the same information which enabled a prominent Edinburgh lady to write: "You have a wonderful way to cure Superfluous Hair. I had a heavy moustache for 30 years, but there is no trace left now." And the friend in Kent says: "Since I followed your advice four months ago, I have not a single hair left on my lip. It is wonderful to be free from it after being troubled so many years."

I myself was troubled for years and spent a small fortune without relief, until my late husband, a well-known officer in the British Army, came into possession of a closely guarded secret of the Hindoo Religion, by which the native women of India are enabled to obey the laws of their religion, that they must destroy all trace of Superfluous Hair on all parts of their body. It destroyed my own growth for ever after all else failed, so that it has never returned. It has done the same for many others. It will cost you nothing except two penny stamps for postage, etc., to secure full details. Just cut out and send me or copy the coupon below, with your name and address, stating whether Mrs. or Miss. That is all. Is it not worth the trouble? Address as below.

THIS FREE COUPON or copy of same to be sent with your name and address and 2d. stamps.

MRS. HUDSON: Please send me free full information and instructions to cure superfluous hair; also details of other beauty secrets as soon as you can. Address, FREDERICA HUDSON, Dept. M 1602 No. 9, Old Cavendish Street, London, W. 1.

IMPORTANT NOTE.—Mrs. Hudson belongs to a family high in Society, and is the widow of a prominent Army Officer, so you can write her with entire confidence. Address as above.

Safety first!

Aldemint Antiseptic Throat Tablets (Comp.: *Lactose & Formaldehyde*) are an effectual protection against the germs of Influenza, Pneumonia, and all Laryngeal ailments.

Aldemint Regd.

is sold in bottles containing 50 tablets, 2/- of all Chemists. *Directions:* Allow one tablet to slowly dissolve in the mouth at intervals.

SOUTHALL BROTHERS & BARCLAY, Ltd., *Manufacturers of "Vitafer."*
Lower Priory, BIRMINGHAM.

The "ALAN TABOR" Illuminated Poem

Calendars

Make Charming Xmas Gifts. Unique Designs. Always acceptable.

For Illustrated Price List of wordings by TAGORE, STEVENSON, WILCOX, OMAR, &c. Apply ALAN TABOR, 6 St. Ann's Arcade, Manchester. *List No. 8.*

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement [illegible], in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane [illegible] SATURDAY, DECEMBER 14, 1918. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

THE MILITARY HOUSE.

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We have stood the Test all the way along for the Finest Quality Service Requirements. and are still Carrying On.

"WOLSELEY" VALISES.

Made in Best Brown Mailbag Proofed Canvas, with Bridle Leather Straps.



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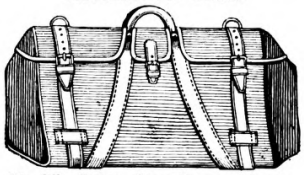


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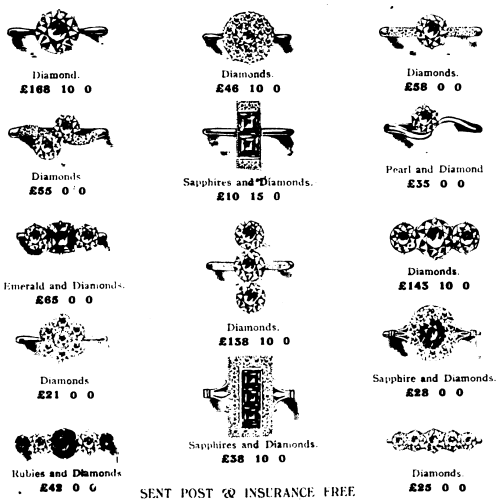
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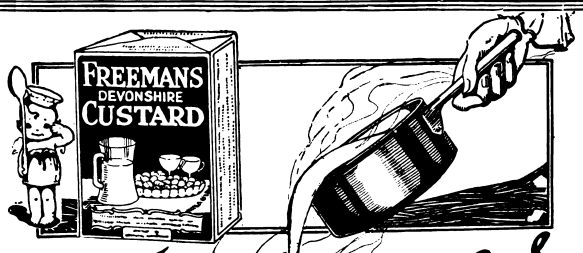
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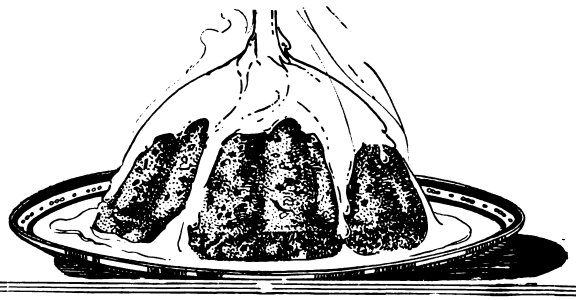
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

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A BRIDGE WITH HUMAN PIERS! BRITISH TROOPS CROSSING A STREAM—AN INCIDENT OF THE FINAL ADVANCE BEFORE THE ARMISTICE.

Up to the very end of the fighting on the Western Front, before the Armistice was signed, the British troops fought their way onward with dauntless determination. No obstacle or difficulty was allowed to delay the advance for an instant. Here is an example of their resource in overcoming a temporary hindrance. A stream had to be crossed, and in the absence of a bridge, a number of men entered the water and held up a plank over which their comrades crossed. The troops, it will be seen, were under fire at the time.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY GERALD C. HUDSON. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

THOSE who have never understood either the war or the peace are now everywhere telling us to forgive, in the sense of forget. But they miss the fact that there is really no question of forgetfulness. Nobody is going to forget that Verdun is battered or Belgium laid waste. No peasant returning to his village fails to notice that it happens to be a heap of stones. No peasant knocks at the front door that isn't there, or tries to sit on an invisible chair at an invisible table. The most absent-minded scholar does not look for a book in the library of Louvain. The most innocent inland rustic does not book a passage on the *Lusitania*. People, I hope, are not going to forget to rebuild their houses or re-till their fields in France or Flanders; architecture and agriculture are not lost arts. The question about reparation is therefore perfectly simple. It is not whether these things shall be remembered or forgotten; it is whether they shall be remembered only by the innocent and forgotten only by the guilty. It is not a question of reparation or no reparation; it is a question of imposing the labour of it on those who sinned or on those who suffered. Somebody will pay to rebuild the house that was burnt; if we do not punish the incendiary, we shall punish the householder. This moral point is childishly plain; but when it is urged the answer is, of course, to draw a distinction between the Prussian Government and the German people. But this contention also depends on a somewhat similar fallacy, which it will be well even now to note.

There is a very simple question to ask about how far most Germans had any responsibility for fighting. It is to ask how many Germans had any delicacy about winning. Many doubtless had an increasing dislike of losing, and have now a very full and final dislike of having lost. But all would agree that, whether or no the game was worth playing, it was certainly not worth losing. No Germans would have favoured the war if they had known that Germany would lose the war in the fourth year. The question is, how many Germans would have repudiated the war if Germany had won the war in the first week? If the sweep upon Paris had been successful, if the English enlistment had come too late, if Tannenberg had really disarmed Russia in the first few days of battle—in short, if Bernhardi's big plan had worked, and left Prussia mistress of the world, how many Germans would have reproached their rulers with their own triumph? Possibly one; conceivably two; almost certainly not three. The victorious Prussian Government would have been popular if ever a Government was popular.

Common sense will take it for a fact, I think, that Germans would have unanimously welcomed a full German mastery of Europe. The great query of the future is whether they still desire what they so lately demanded, and whether they will again demand it. It is here that it is so vital to emphasise, as I have always tried to emphasise, the more fundamental nature of the Teutonic claim. It is not, and it never was, mere despotism or mere militarism. It is a much more deep, and in a sense a much more defensible, sophistry. It is, indeed, a denial of democratic equality; but what it denies is rather the equality of races than the equality of men. It was never so much the right of Hohenzollerns to rule Germans as the right of Germans to rule non-Germans. Now we can all see that race superiority is not inconsistent with a republic. We all know that negro slavery was not inconsistent with a republic. It is not inconsistent with State Socialism as professed by leaders of Prussian thought. It is certainly not so inconsistent with the Socialism they now profess as with the Christianity they used to profess. In some ways the new disguise would suit them much better than the old. It is no more difficult for a German President to invoke Humanity than for a German Emperor to invoke God. The king claimed God for the work of the most atheistic of kings, Frederick the Great. The professor may claim humanity for the work of the most inhuman of professors, Karl Marx. But the one kind of idealistic imposture is quite as easy as the other. In the cult of the Iron Cross, it was not difficult to remember the material and forget the shape. In the worship of the red cap of liberty, it would not be any harder to forget the shape and remember only the colour. By such a process the principle of blood and iron would remain unchanged through all changes. It would be as easy for the most inhuman of States to organise processions of human fraternity as it was for the most unchivalrous of States to parade a pageant of all its orders of chivalry. If the savage has assumed the garb of mediæval Europe, he can assume the garb of modern Europe; he can do so much more easily, for his real power is a growth of modern times and not of mediæval times. And we must always remember, I repeat, that the thing that threatens us is not his mediævalism, but his modernism.

The economic and political ideal in which the North Germans are now supposed to find their future is not very alien to their past. Many mistakes may arise in this connection by talking, in a hearty but hazy fashion, about Bolshevism. Bolshevism may be made to mean a great many things, including an honest human hatred of the oppression of the poor more remote from Berlin than from Babylon. In that sense we have all felt something that can truly be called Christian Socialism. But the thing involved here has a strict and special claim to be called heathen Socialism. It is not true that the peril threatened by the Prussian is Bolshevism. It is still true that the peril threatened by the Prussian is Prussianism. Nor does any social scheme contain more promise of Prussianism than the Marxian and materialistic type of Collectivism. The Prussian Socialism is a strict State Socialism; in other words, the Prussians still believe in the divine right, or diabolic right, of the State. The theory remains that the State is the only absolute in morals—that is, that there is no appeal from it to God or man, to Christendom or conscience, to the individual or the family or the fellowship of all mankind. The very theory that was the ethical excuse of all their crimes in the past is the first principle of their political philosophy for the future. The fact is surely very relevant to the problem of any remaining menace from the Germans. In practice they cannot at present equip themselves with the power to attack Europe. But they have at least equipped themselves with a theory which is suitable for any such purpose. With their intellectual theories we are still at intellectual war, though we can all hope that it will remain an intellectual war. The conversion of Germany would doubtless be a greater thing than the conquest of Germany; but Germany must be converted to something more common to mankind than to one of the cold fancies of one of her own fantastic professors.

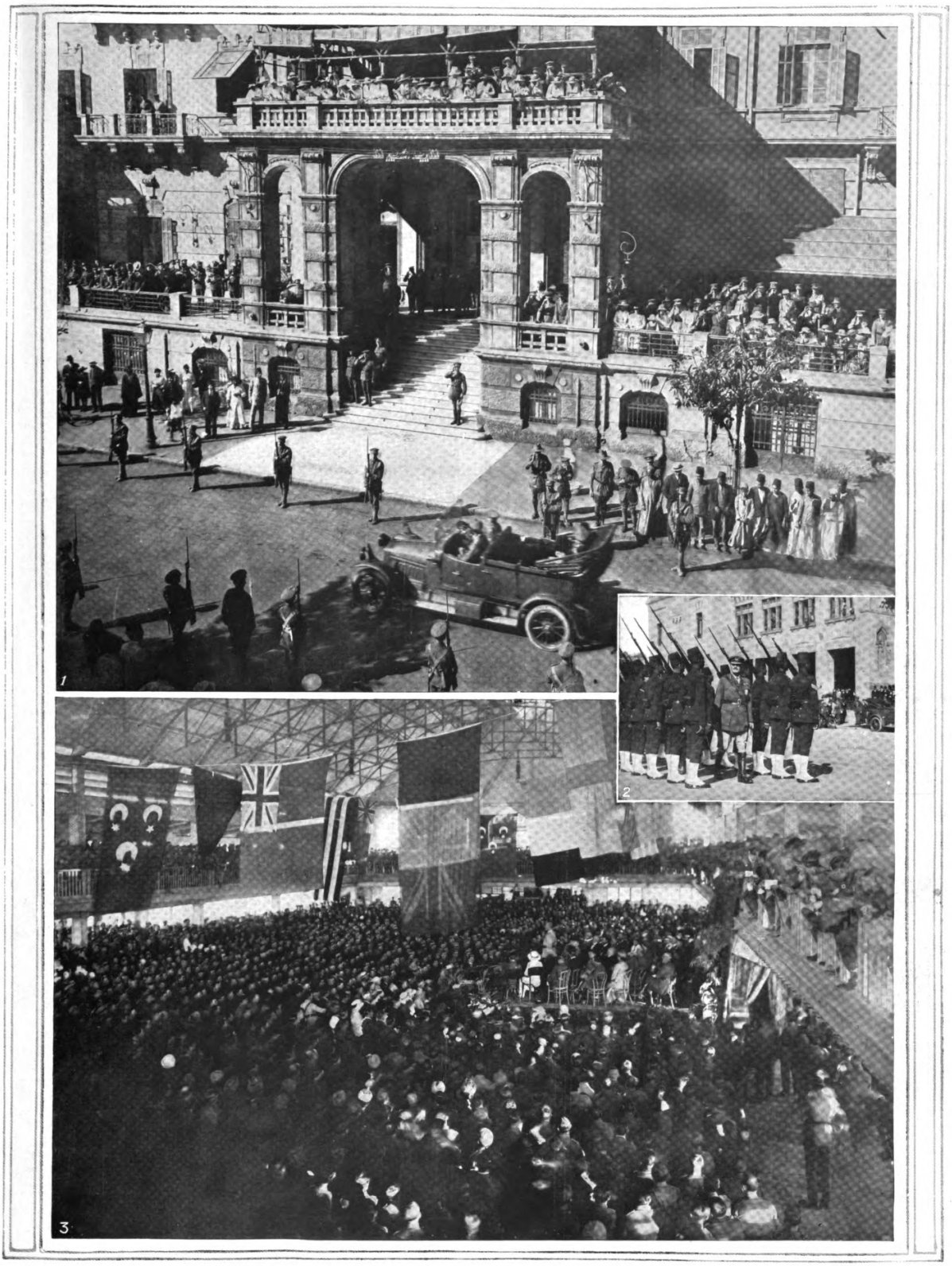


MARSHAL PÉTAIN RECEIVING HIS BÂTON FROM PRESIDENT POINCARÉ: A HISTORIC GATHERING OF ALLIED LEADERS AT METZ.

President Poincaré visited Metz on December 8 and presented to Marshal Pétain, Commander-in-Chief of the French Armies, the bâton of his new rank. On the left (from left to right) are Marshal Joffre, Marshal Foch, Field-Marshal Sir Douglas Haig, General Pershing, General Gillain (Belgium), General Albricci (Italy), and General Haller.—[*Photograph by Illustrations Bureau.*]

THE VICTOR OF PALESTINE IN CAIRO: GENERAL ALLENBY'S WELCOME.

Photographs Supplied by C.N



1. GENERAL ALLENBY'S TRIUMPHANT ENTRY INTO CAIRO TO CELEBRATE THE PALESTINE VICTORY: HIS CAR PASSING GENERAL HEADQUARTERS (THE SAVOY HOTEL).

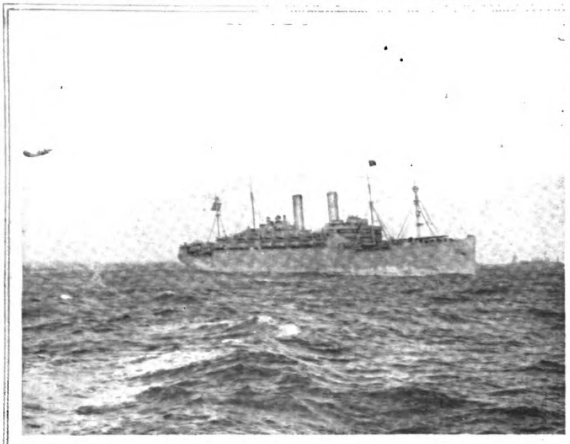
2. THE SULTAN'S BODYGUARD: GENERAL ALLENBY INSPECTING THEM.

3. ADDRESSING A GREAT GATHERING OF TROOPS IN LUNA PARK, HELIOPOLIS: GENERAL ALLENBY SPEAKING FROM THE PLATFORM.

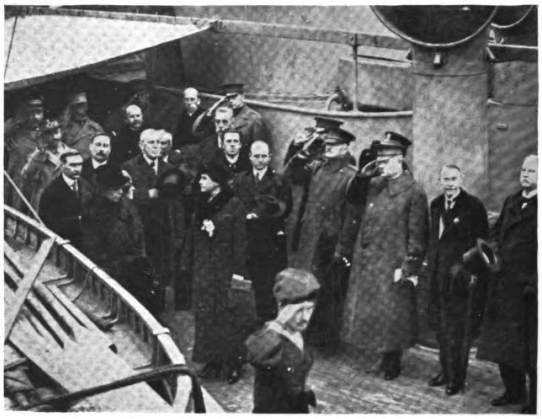
General Sir Edmund Allenby, whose splendid victories over the Turks in Palestine not only liberated the Holy Land from their rule, but brought about the surrender of Turkey, had a great welcome in Cairo when he made a ceremonial entry on November 24. At the station a guard of honour was furnished by British troops, and the Sultan's bodyguard was also present. The procession through the city, which was gaily beflagged and lined with British troops, aroused immense enthusiasm. Aeroplanes in formation flew overhead.

THE FIRST U.S. PRESIDENT TO LAND IN EUROPE: MR. WILSON ARRIVES.

Photographs by Sport and General, Illustrations Bureau, News Illustrations Co., and C.N.



WITH HER AERIAL ESCORT: THE "GEORGE WASHINGTON," WITH PRESIDENT WILSON ON BOARD, APPROACHING BREST.



LISTENING TO "THE STAR-SPANGLED BANNER": PRESIDENT AND MRS. WILSON AND GENERAL PERSHING (IN THE GROUP ON THE LEFT.



PASSING DOWN THE GANGWAY TO LAND AT BREST: PRESIDENT WILSON PRECEDED BY HIS WIFE.



WAITING TO WELCOME THEIR PRESIDENT: MISS FLORENCE HARRISON AND MEMBERS OF THE AMERICAN RED CROSS IN FRANCE.



WITH A STARS AND STRIPES COSTUME PROMINENT: AN ENTHUSIASTIC CROWD WELCOMING PRESIDENT WILSON IN PARIS.



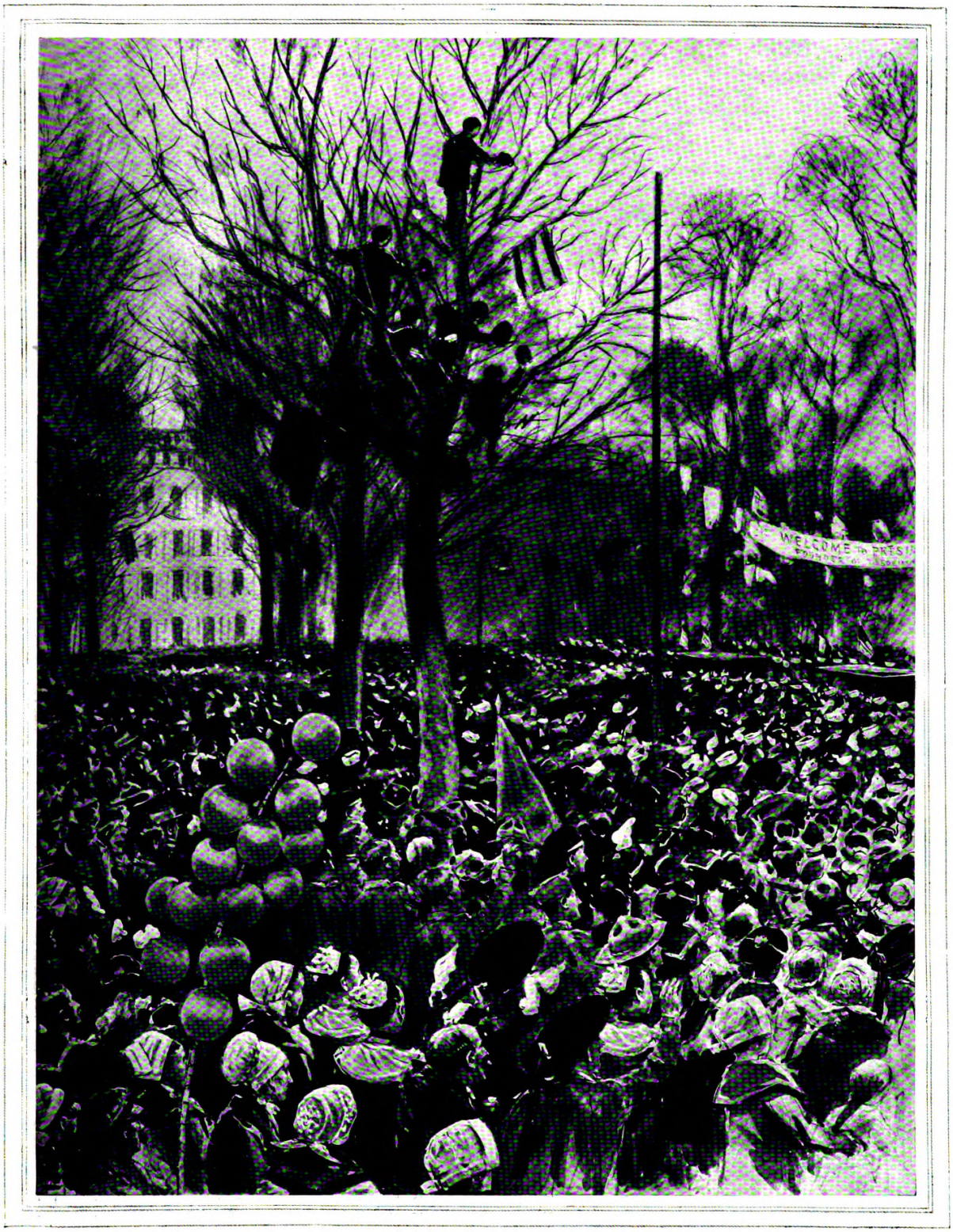
THE GENIAL SMILE THAT CAPTIVATED PARIS: PRESIDENT WILSON DRIVING THROUGH THE CITY WITH PRESIDENT POINCARÉ.

President Wilson's landing at Brest on December 13 was a unique occasion, for never before had a President of the United States, in his official capacity, set foot on European soil. Mr. Wilson, with his wife, crossed the Atlantic in the "George Washington," which arrived at Brest with an imposing naval and aerial escort. When she had come to her moorings, she was boarded by a party including the President's daughter, Miss Wilson, General Pershing, Colonel House, and M. Pichon. The President landed at 3.32 p.m., and, after being welcomed by French Ministers and the Mayor of Brest, drove to the station to travel to Paris. On the way he was greeted with immense enthusiasm by cheering crowds, among whom were large numbers of Breton folk in their picturesque national costume. Our drawing on the right hand page shows the great throng in the Avenue du Cours Dajot, Brest, cheering the cars containing President Wilson and his party. The cars were flying the French and American flags. In Paris a still greater ovation

(Continued overleaf.

LOST IN THE THRONG! PRESIDENT WILSON'S CAR CHEERED IN BREST.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



IN THEIR PICTURESQUE NATIONAL DRESS: BRETON PEASANT FOLK IN THE HUGE CROWD AT BREST, CHEERING PRESIDENT WILSON'S CAR ON HIS WAY TO THE STATION.

Continued.]

awaited him. President Wilson won all hearts by the genial smiles with which he acknowledged the joyful acclamations of the people, as he drove through the streets with President Poincaré. In his speech at the Elysée luncheon he said: "I am sure that I shall look upon the ruin wrought by the Armies of the Central Empires with the same repulsion and deep indignation that they stir in the hearts of men of France and Belgium, and I appreciate, as you do, Sir, the necessity of such action in the final settlement as will not only rebuke such acts, but make men everywhere aware that they cannot be ventured upon without the certainty of just punishment."—[*Drawing Copyrighted in the United States and Canada.*]

THE GERMAN RETREAT FROM BELGIUM: THE EVACUATION OF LIÈGE.

Lower Photograph by Vereenidge Foto-Bureaux, Amsterdam.



1. PART OF AN ENDLESS LINE OF VEHICLES ON THE ROAD BACK TO GERMANY: A GERMAN OFFICER IN CHARGE OF A CONVOY.

2. SHOWING, IN THE BACKGROUND, THE GERMAN HEADQUARTERS: GERMAN TROOPS IN THE PLACE ST. LAMBERT, LIÈGE, READY TO GO.

After four years of German oppression, Belgium is free at last from the hated invader. These photographs illustrate the ignominious retreat of the once-arrogant hordes which commit ed in that country such unspeakable crimes. The name of Visé recalls the thrill of startled horror which was felt, in the first few days of the war, when the news of the German outrages there became known, although these were mild in comparison with the later horrors of Dinant and Louvain, Aerschot and Termonde, and other places where the callous cruelty of the German character revealed itself to a world aghast. Nor did the nature of "the blonde beast" change as he was faced with defeat. "Brutes they are," as Mr. Balfour said, "and brutes they remain." The eminent Belgian writer M. Emile Cammaerts recently published some first-hand information regarding the last

(Continued opposite.

GERMANS ABANDONING VISÉ: THE SCENE OF THEIR FIRST OUTRAGES.

Photographs by Verkenings Foto-Bureaux, Amsterdam; and Illustrations Bureau.



1. WHERE THE GERMAN ARMY BEGAN ITS OUTRAGES IN BELGIUM: TROOPS OF THE VANQUISHED ENEMY MARCHING HOME FROM VISÉ.

2. SOME OF THEM CARRYING TWO OR THREE RIFLES TO SELL TO CIVILIANS: RETREATING GERMAN TROOPS IN A BELGIAN VILLAGE.

Continued.

crimes committed by the German Army during the retreat through Belgium. Describing the German treatment of refugees from France, he writes: "Most of these people were taken by force from the region of Valenciennes in September and October last, and obliged to walk in the retreating columns, in order to hinder the fire of the Allied airmen who swept the roads with their machine-guns. Groups of 100 to 150 civilians or prisoners were placed after each unit, and any of them who attempted to escape was instantly shot. They were not allowed to speak with the inhabitants of the villages they passed on the way. At Marchiennes (Hainaut) a little girl, on her way back from school, handed one of the prisoners a piece of bread she was eating. She was shot on the spot. The accuracy of this report was ascertained by the Director of the Neutral Commission."

THE NATION'S NEW PICTURES.

(See Illustrations on Pages 832, 833.)

THE public has learned in the last four strenuous years to be thankful for small mercies in the matter of elegancies and luxuries of life. Even national art treasures have been rationed. It is very gratefully, therefore, that picture-lovers are mounting again the steps of the National Gallery in search of the war-time acquisitions which the Trustees have so promptly offered for inspection, although it may be impossible for a long time to come to restore the older glories of the collection to view.

For most visitors this is practically—though not quite—the first opportunity of seeing these new gifts and purchases. Several of them, however, are familiar enough by repute. The majority come in the Layard Bequest, and the real treasures in it were fully described recently, as they had been frequently before. Then again, when £9000 was paid (the National Art Collection Fund finding half) for Canon Sutton's Masaccio, there was considerable public discussion of the transaction; and so with one or two others during the war period. The Pieter de Hooch—perhaps the most vulnerable of them to criticism—is not, we note, presented on this occasion. It may also be remembered how the interest taken in the sale of the Degas Collection in Paris, at the height of the war, drew attention to several works which, it turns out, were destined to find a home over here. The Ingres, Delacroix, Manet, and Corot examples came out of it.

In their temporary quarters, in the small Gallery XIX., these forty or fifty pictures, of course, are too cramped in wall-space, and associate too indiscriminately, for a perfectly adequate display of their quality. Gentile Bellini's magnificent "Adoration of the Magi" requires a more spacious setting for its subtle yet broad and impressive rhythm. The Hugo van der Goes Madonna ought to be given a certain seclusion in which to unfold its rare charm. Here we have romantic little designs by Tiepolo (the Building and the Procession of the Great Horse for Troy), and, close by, two exquisite others by Vittorio Carpaccio—one of them the curiously rich "St. Ursula Taking Farewell of her Parents"; Bramantino's "Adoration of the Magi," small and fine; and the large, broad, unfinished "Sacrifice of Isaac," by Piazzetta, the gift of Mr. R. C. Witt; the early and certainly most charming Vandyck, "Lady and Child," bought from Earl Brownlow for £10,000; and the well-known "Mrs. Bamfylde" of Sir Joshua Reynolds—well known, that is, through the mezzotint by Thomas Watson—bequeathed by Mr. Alfred de Rothschild; while on the same walls with these is the group of moderns who among themselves—as between Ingres, say, with his "M. de Norvins," and Delacroix, with "Baron de Schwiter"—offer a contrast more marked than any between the painters here separated by centuries. Florentine and Venetian, early Netherland and late French, neighbouring one another thus, could not remain in accord permanently; but for the immediate purpose of this exhibition the incongruous juxtaposition has certain advantages. They will all be sorted out into their various schools.

The Gentile Bellinis—the "Sultan Mohammed II.," as well as the splendid "Adoration of the Magi" already mentioned—will certainly be enduring attractions in a collection already rich in its representation of this master. The Madonna of Masaccio, the central panel of an altar-piece (remaining portions of which are in various Continental galleries), fills a gap that but for it must have remained always void. For the same reason the typical "M. de Norvins," by Ingres, powerful and masterly within its limitations, was well worth the £2800 paid for it, through generous Treasury aid, at the Degas sale.

THE POET WHO SHOULD COME.

By E. B. OSBORN.

THE young poets are very clever at inventing new bottles. But they do not fill them with new wine. One hears much of the realms of fresh poesy into which we are hurrying at the third speed of Mr. H. G. Wells's time-machine. Yet we do not get there, in spite of exceeding the historical speed-limit. Yet I live in the faith that just round the next corner we shall run, with a whirr of wheels like the beat of lifting wings, into the wide and wonderful demesne of the poet who should come. It would not surprise me at all if he turned out to be an old gentleman as painfully unexciting as the Daddy Wordsworth whom W. E. Henley, in a mood of majestic petulance, likened to a donkey looking over a gate and slowly moving his head this way and that.

This, at any rate, is certain—science will be the theme of his most admirable achievements. Science and labour, said the Lassalle who was made one of Meredith's "Tragic Comedians," are destined to revolutionise the world's life; and, Socialist though he was, he knew that the swift, sure evolution he had in mind would be the outcome of scientific discovery and invention. Most of the Labourites of to-day—especially those who "see red," like Lenin and Liebknecht and their disciples in this country—regard machinery with suspicion as a means of perfecting the servitude of masses of mankind. But everybody who looks deeply into the true situation is sure that the progress of labour-saving appliances and processes, the results of the scientist's imagination, is the only means whereby humanity can be saved from splitting into two species as different from one another as the thoroughbred and the cart-horse, as the Morlocks and Elohim of Mr. Wells's first famous fantasy. So that for the modern world science is social salvation: the dynamo and other vast inventions are seen to have done more to save us than all the bright angels who danced so featly, so indefatigably, on the point of a needle in the Middle Ages. And the Poet Who Should Come, feeling that poetry *is* science, will tell us that the greatest singers and makers of to-day are those who add new members to the tremendous company of busy, untiring creatures who serve humanity, and do not prey on one another like living animals. I can imagine a poem of his in praise of the modern "makeres" beginning thus—

> Poets of power do now themselves reveal
> In epic iron and in lyric steel;
> In every engine exquisite that sings
> The soul's new empire over soulless things.

Moreover, he will have visions of the deeper meanings of the mechanism of the sidereal cosmos. He will see the destruction of a world by collision reflected in countless eyes throughout the farthest reaches of the universe—

> And so the dying torch of earth's last day
> Flares and flickers down the Milky Way,
> That undreamed skies of unknown worlds afar
> May for a night be brighter by a star.

Coming from the infinite to the infinitesimal, he will celebrate an attack of the "'flu" as a battle between microbes and leucocytes larger and more ruthless than any of mankind's great wars—

> Billions with billions wildly wrought,
> Unarmed, uncaptained, and untaught;
> For them no flaring battle-cry,
> No flaming battles lost on high.

He will see lives, intelligent beings, even in the white fixed stars formed by the combinations (resembling the carbon compounds of earth) of the elder elements; and see intelligence emerging from the clouds of Saturn—

> A voice of windtost sparks had he,
> And called his Moons by name.

Science is salvation, is poetry for us all. And the first poet who realises that poetically will be sure of his place among the new immortals.

THE PRESIDENT OF THE UNITED STATES.

DR. WOODROW WILSON, twenty-eighth President of the United States, was born at Staunton, Virginia, and will be sixty-two three days after Christmas. He is the son of a Presbyterian clergyman, the Rev. Joseph R. Wilson, and of Jessie W. (Woodrow) Wilson, and is of Scotch-Irish ancestry on both sides. He was born in the manse, and his early life was influenced by the parental teaching. He was educated at Davidson College, North Carolina, 1874-5, and at Princeton University, from which he graduated in 1879. He then commenced the study of law at the University of Virginia, from which he graduated in 1881. He practised law at Atlanta, Georgia, from 1882 to 1883, but the practice of it proved less to his taste than its principles, and, after devoting two years (1883-5) to post-graduate work at Johns-Hopkins University, he became Associate Professor of History and Political Economy at Bryn Mawr College, and held this post from 1885 to 1888, when he became Professor of the same subjects at the Wesleyan University.

Then Dr. Wilson went to Princeton University (Princeton, New Jersey), whose Professor of Jurisprudence and Political Economy he became in 1890; and on Aug. 1, 1902, he took over its presidency—the plum of the scholastic profession in America. But Fortune was hurrying him on to greater destinies—largely due, no doubt, to his studies in history and biography, including a Life of George Washington and a history in five volumes of the American people. On Jan. 17, 1911, he became the Democratic Governor of New Jersey. If there is a regular training ground for Presidents, it is surely in the Governorships of States, but the records show a pleasing variety in their origin and education: Presidents are trained everywhere and by divers means.

Dr. Wilson achieved success as Governor of New Jersey because of his clean and steadfast energy in reforms, and his ability to conciliate opponents. As a Democrat, he stood for freedom from the oppression of a high tariff and the Trusts, and for a sound currency; but in the politics of the State he steered a middle course, and associated himself with reforms that were acceptable to all parties. His practical reforming zeal has been shown, too, in his present office, where he has initiated bold domestic legislation resulting in the creation of the Federal Reserve Bank, of land banks, and of an organised system of teaching agriculture.

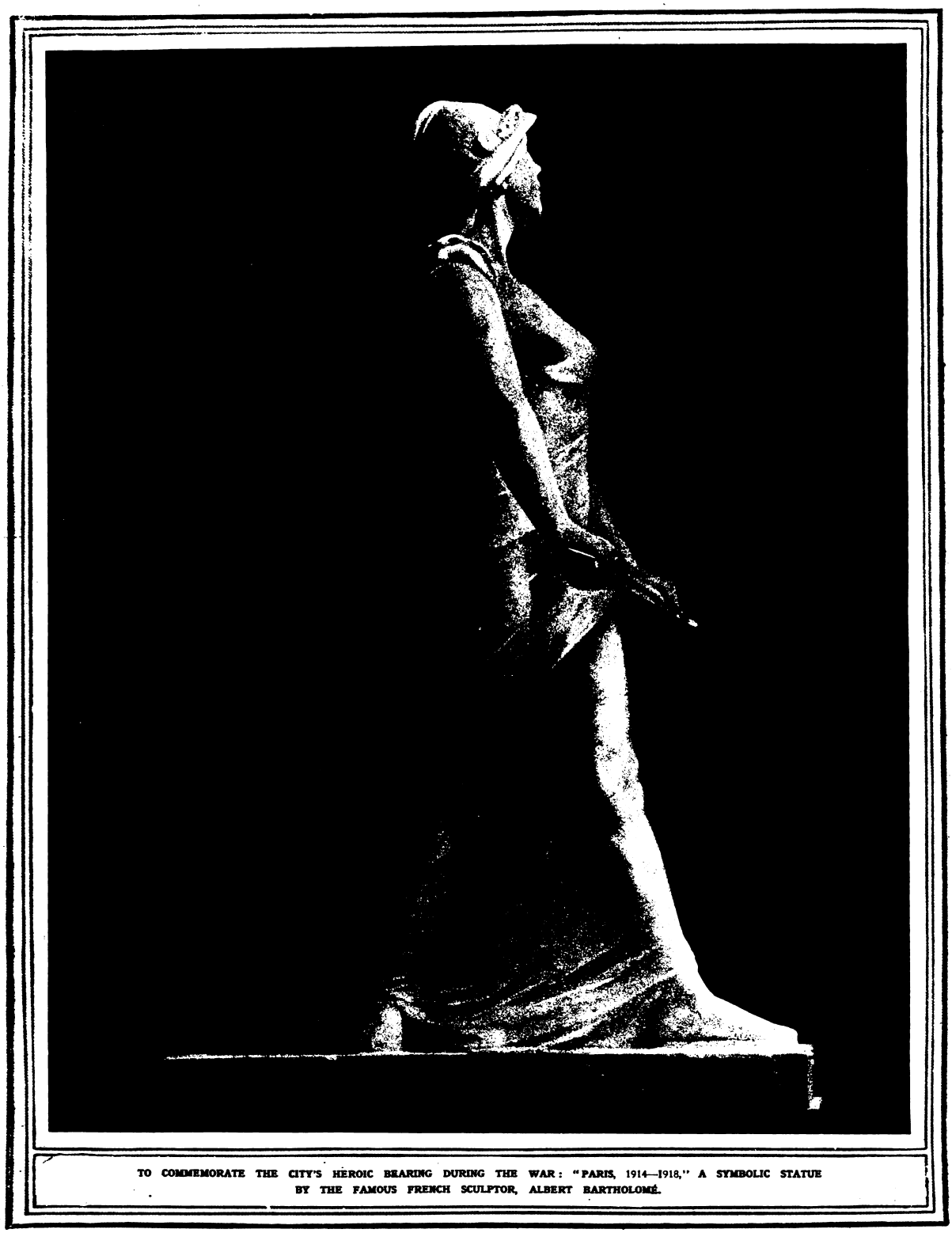
Dr. Wilson went straight from the Governorship of New Jersey to the Presidency, having been nominated in the Democratic National Convention at Baltimore in 1912, and elected on Nov. 4, same year, for term March 4, 1913—March 4, 1917. His victory was sweeping. He received 435 electoral votes, Theodore Roosevelt (the Progressive nominee) receiving 88 votes, and William Howard Taft (the former President and Republican nominee) receiving 8 votes in the Electoral College.

Dr. Wilson was renominated at the Democratic Convention at St. Louis in 1916, and re-elected Nov. 7 same year, this time receiving 277 electoral votes, his Republican opponent, Charles Evan Hughes, receiving 254.

An ardent admirer of his great predecessor in the Presidency, Abraham Lincoln, Dr. Wilson resembles too the rugged and splendid figure of the Civil War in his habit of solitary thought. In moments of crisis he withdraws from the crowd to the solitude of his study, or goes for a lonely walk in which he has opportunity for reflection. He is possibly the only chief of State who personally prepares his speeches and important despatches with the aid of shorthand and the typewriter.

"THAT SPIRIT WHICH IS PARIS TO-DAY": A SCULPTOR'S EMBODIMENT.

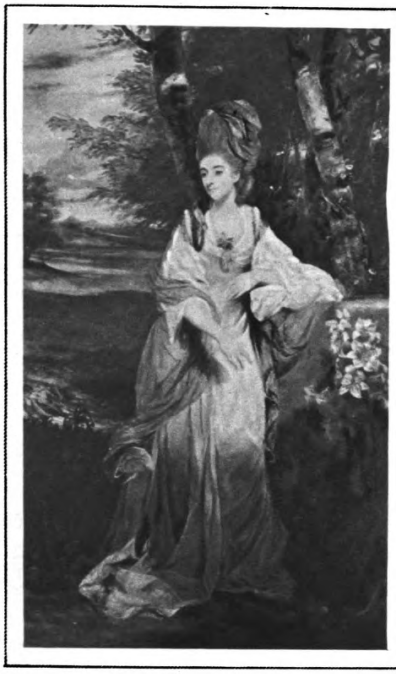
PHOTOGRAPH BY VIZZAVONA.



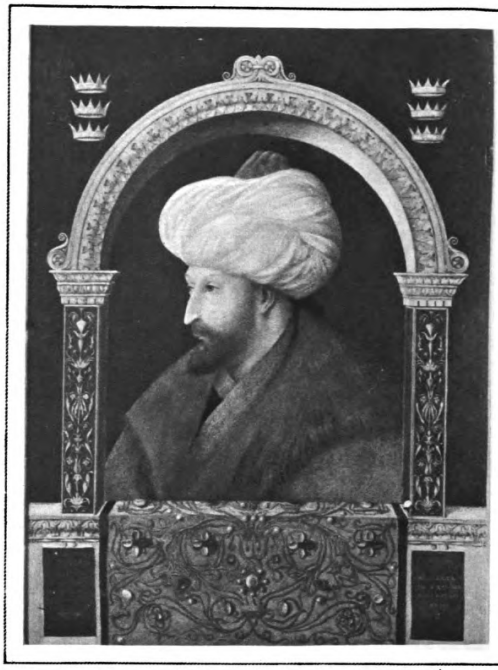
TO COMMEMORATE THE CITY'S HEROIC BEARING DURING THE WAR: "PARIS, 1914—1918," A SYMBOLIC STATUE BY THE FAMOUS FRENCH SCULPTOR, ALBERT BARTHOLOMÉ.

This fine work by M. Bartholomé gives effect to a scheme instituted by the Paris paper "Le Petit Parisien" to commemorate the city's heroic bearing under the stress of war. As the King said in acknowledging his recent welcome there: "The confidence of the people in ultimate victory has never been shaken." When victory at length came, Paris was uplifted by a sense of exultation. Her mood was well expressed by Mr. Perceval Landon in his account of the scenes on Armistice Day: "There is no way in which to set down the tremendous force of that spirit which is Paris to-day. For she has never been less material. The spirit is all. Do what she may in declamation in the crowds and in the cheering, no one knows better than Paris that all these external things are as nothing to the soul's resurrection." What the writer found hard to express in language the sculptor has been able to reveal by the eloquence of attitude and gesture, in his symbolic personification of the indomitable city.

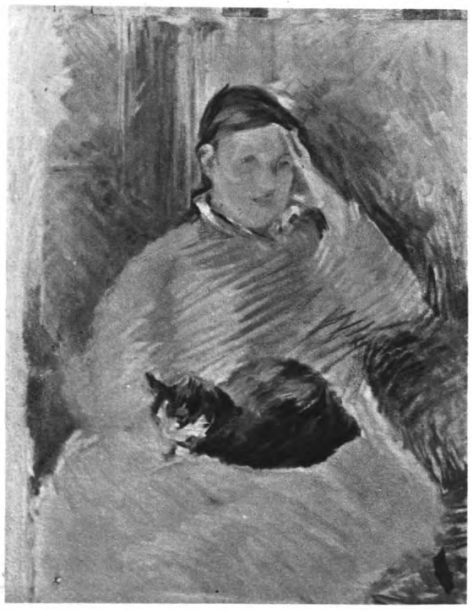
NOW FIRST EXHIBITED: THE NATION'S ART ACQUISITIONS DURING WAR.



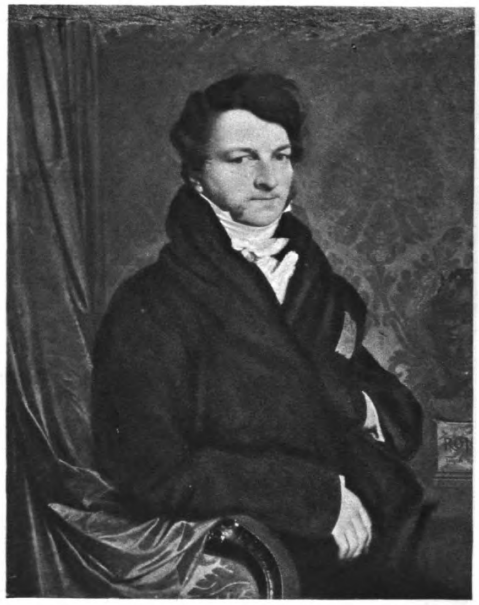
BY SIR JOSHUA REYNOLDS: PORTRAIT OF LADY BAMPFYLDE.



BY GENTILE BELLINI: SULTAN MOHAMMED II.



BY EDOUARD MANET: MME. MANET WITH A CAT.



BY J. A. D. INGRES: PORTRAIT OF M. DE NORVINS.

During the war the Trustees of the National Gallery acquired a number of pictures for the national collections, either by gift, bequest, or purchase; and forty of these new art treasures were recently placed on view to the public for the first time. The Exhibition was opened in Room 19 on December 5. The portrait of Lady Bampfylde, by Sir Joshua Reynolds, was bequeathed to the Nation by the late Mr. Alfred de Rothschild. It is well known by the eighteenth-century mezzotint of it by Thomas Watson. The picture by Gentile Bellini of Sultan Mohammed II., who captured Constantinople in 1453, is one of the most interesting historical portraits in existence. Bellini was invited from Venice to Constantinople to paint the famous Sultan just after he had taken the latter city. Manet, the pioneer of Impressionism, is represented by a portrait of his wife

[Continued opposite.

ON VIEW AT THE NATIONAL GALLERY: PICTURES ACQUIRED DURING WAR.



A FINE EXAMPLE OF THE ART OF COROT AMONG THE NEWLY ACQUIRED PICTURES AT THE NATIONAL GALLERY: "THE CLAUDIAN AQUEDUCT."



BY A NORTH ITALIAN MASTER: "ST. JOHN THE BAPTIST BETWEEN CARDINAL ZENO AND CATHERINE OF ALEXANDRIA," BY BARTOLOMMEO MONTAGNA.

Continued.]

nursing a cat, done in his characteristic manner. The splendid "Portrait of M. de Norvins," by J. A. D. Ingres, painted in 1813, is one of that famous French artist's masterpieces. It belongs to an important phase of French art previously unrepresented in Trafalgar Square. "The Claudian Aqueduct," by J. B. C. Corot, is an almost perfect example of that master's earlier manner. The picture of St. John the Baptist, with Cardinal Zeno and Catherine of Alexandria, by Bartolommeo Montagna, is an important example of the work of that Italian master—not to be confused, by the way, with his more celebrated contemporary, Andrea Mantegna. Bartolommeo Montagna was born at Orzo Novi, in Brescia, between 1450 and 1460, and died in 1523. His subjects were all religious. In 1502 he painted a Madonna for the cathedral of Vicenza to the order of Cardinal Zeno.

THE WORLD OF FLIGHT

CIVIL AERIAL TRANSPORT.—I.

By C. G. GREY,
Editor of "The Aeroplane."

AT long last the Report—or rather the Reports—of the Civil Aerial Transport Committee (with Appendices) have appeared, and a portentous tome they form. Eighty-three foolscap pages of fairly closely printed matter, and great value to the public at ninepence a copy from any bookseller simply as paper, but considerably more problematical in value to the earnest seeker after aeronautical truth. Nevertheless, as these Reports will no doubt form the basis of all our future aeronautical conduct, it seems to be a matter of duty to dissect them and discuss them.



THE FIRST BATCH: GERMAN AEROPLANES SURRENDERED TO THE ALLIES, AT HABAY.—[*French Official.*]

The Committee itself, which was appointed on May 22, 1917, was an enormous affair, and—including certain gentlemen who were co-opted during the year for special committees, and were appointed members of the Main Committee in December 1917—there are sixty-four names on the list. Even the original Committee consisted of thirty-seven members, and naturally it was found that such a number was too big to work efficiently. Consequently, it split itself up into five "Special Committees," each of which dealt with a special phase of civil aerial transport. These were as follows: (1) Questions of law and policy; (2) Technical and practical questions as to the possibilities of performance of aircraft, and as to the requirements of aerial services; (3) Business questions relating to the position of the aircraft manufacturing industry after the war, and the establishment of aerial transport services; (4) Questions of labour arising in the aircraft manufacturing industry and in aerial transport services; (5) Problems of scientific research, and the special education of expert designers, engineers, and pilots.

Each of these various Special Committees included members of the Main Committee who were regarded as "experts," and a certain number of experts from outside were co-opted by each Special Committee itself. The original Committee included, besides representatives of the Air Board (which later became the Air Ministry), representatives of the Home Office, Foreign Office, Customs and Excise, India Office, General Post Office, Board of Trade, Meteorological Office, and Admiralty—but not, curiously enough, a representative of the War Office as such. There were also representatives of New Zealand, Australia, Canada, and South Africa. Central Africa, West Africa, and the West Indies were not represented separately, and were presumably left to the care of the Colonial Office. The representatives of the Royal Aero Club, the Aeronautical Society, and of the aircraft industry made up the rest of the number, the last-mentioned being ten in number, so evidently the "trade" was not too heavily represented, considering its importance in the scheme of post-war flying.

Lord Northcliffe was appointed Chairman of the Main Committee; but, owing to his going to America on a special mission, he was absent from England during most of the Committee's existence, and the chair was taken by Major J. M. Baird, C.M.G., D.S.O., M.P., Parliamentary Secretary to the Air Ministry.

Many passages in the original Reports and Appendices, being of a confidential nature, are not made public, but are locked in the archives of the Air Ministry. However, there is plenty left to afford food for thought, the said thoughts being both complimentary and uncomplimentary to the Committee; for, though much of the matter is very sound commonsense, there is a great deal which is likely to raise a quiet smile among those who have had experience of practical aeronautics for the past seven or eight years.

The first overt act of the Committee, so to speak, was to issue to the Air Ministry—though not to the mere public—on Feb. 7, 1918, an Interim Report as to the international aspect of civil aerial transport. This Interim Report included a report of Special Committee No. 1—that dealing with questions of law and policy. The Main Report devotes itself almost entirely to the ownership of the air—otherwise the "Freedom of the Air," of which we may hear as much in the future as we have heard in the past of the Freedom of the Seas.

The Committee points out very sensibly that "the argument for the doctrine of State sovereignty of the air space *usque ad coelum* is in the main a military one," and that the doctrine of the "freedom of the air" above a certain height would in time of war give rise to the most embarrassing questions for neutral States. As the Report says, "They would be exposed to the risk of having aerial battles fought over their territory, without being able to claim that their neutrality had been infringed." As a matter of fact, there has been in this war quite an amount of air fighting over that corner of Holland which projects into Belgium to the south of the mouth of the Scheldt, and on several occasions bombs have fallen in that patch of country, so it is just as well to lay it down that air, as well as land and sea, is neutral; otherwise, we should certainly have battles fought in the air on purpose over neutral ground, so that aviators who were brought down would be interned instead of being taken prisoners. And that would mean machines shot down in flames falling, including bombs and ammunition, into neutral towns, which would be distinctly embarrassing for the inhabitants.

Also it was pointed out that "freedom of the air" would afford too much opportunity for aerial espionage. With which everyone who has seen the wonderful results achieved with aerial photographs taken from a height of 15,000 to 20,000 feet will fully agree. On the whole, the Report makes it quite clear that there can be no "territorial limit" in the air as is the case at sea, but that each State must own the air above it from the ground to heaven—or, at any rate, to what is now officially known as the "ceiling" of any existing aircraft. What happens above that height is of no particular interest to anybody.

In this decision the Committee of 1918 finds itself substantially in agreement with the terms drawn up by an International Convention held in Paris in 1910. Here it is particularly interesting to note that the German representatives at this Paris Conference pressed that, as a matter of acknowledged international law, foreign aircraft should be given the right to fly at will over the territory of any other State. The reason for this attitude on the part of the Germans in 1910 is fairly obvious. At that time their Zeppelin airships were already doing cruises of 500 to 600 miles in length, and quite frequently passed over corners of other countries without asking for leave. For example, before the war Zeppelins had flown over parts of Switzerland, Austria, Denmark, and Holland without permission; and it is still doubtful whether the strange airship which visited this country in 1912 was not a Zeppelin which had come over France. If it was not German, it was certainly French, for it was not one of our own.

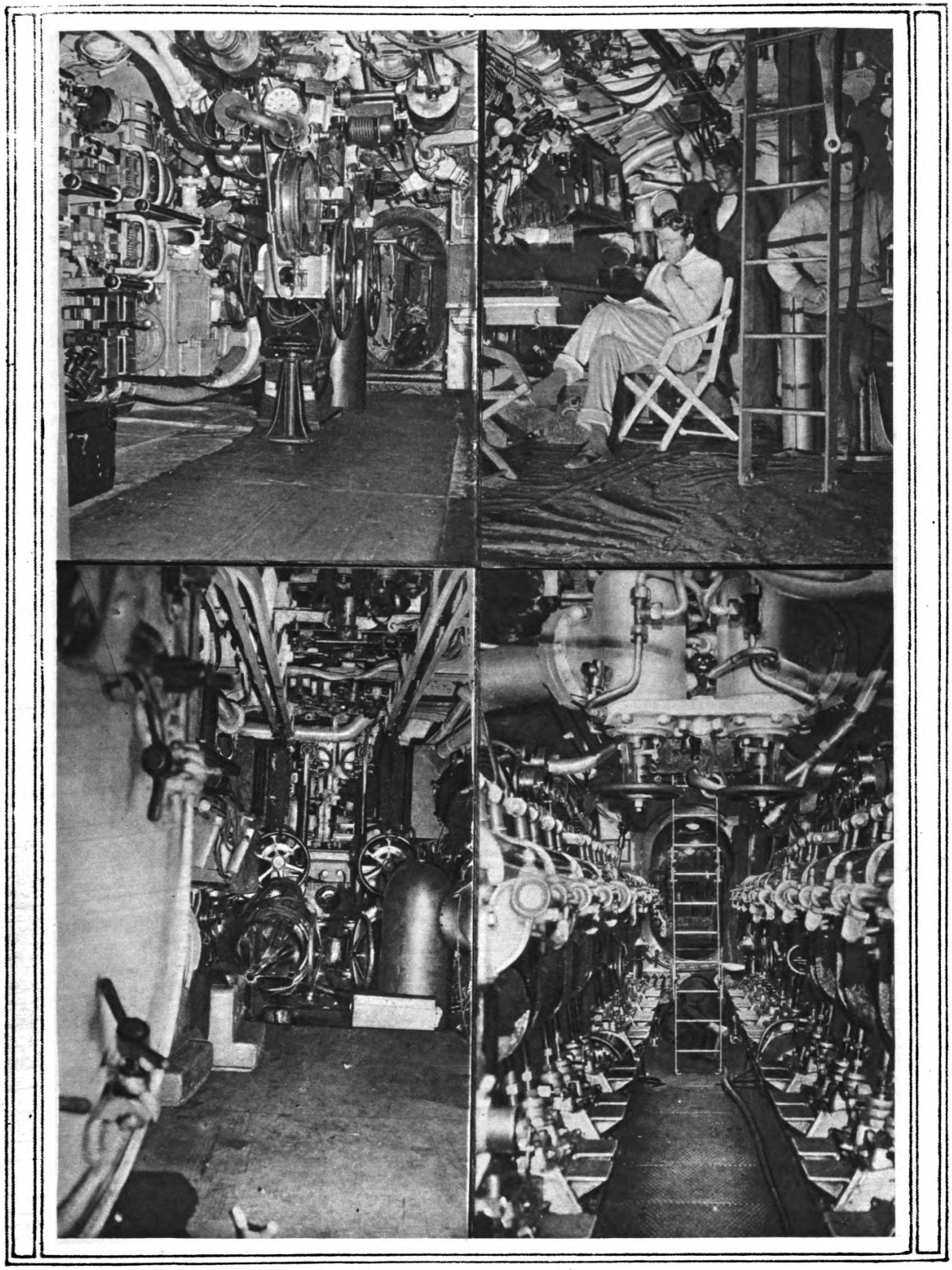
Aeroplanes at the time (1910) could not fly more than 100 miles or so at a stretch, and then only at a very moderate height, and so were not likely to go on espionage voyages over foreign territory; whereas that was exactly what best suited the German airships. Hence the attitude of the German delegates at the Paris Convention. We know a little more about the possibilities of aircraft in these days, so, no matter how affectionate the peoples in the promised League of Nations may be towards one another, it is to be hoped that each will remain master of its own air, as of its own land and sea; but at the same time it is to be hoped that each nation will be generous in the matter of aerial passports, so that Civil Aerial Transport may not be hindered. (*To be continued.*)



ON ARRIVAL, FOR SURRENDER TO THE ALLIES: GERMAN AEROPLANES AT HABAY. *French Official.*

LIFE BELOW SEA: COMPLICATED SUBMARINE INTERIORS.

Photographs by Illustrations Bureau.

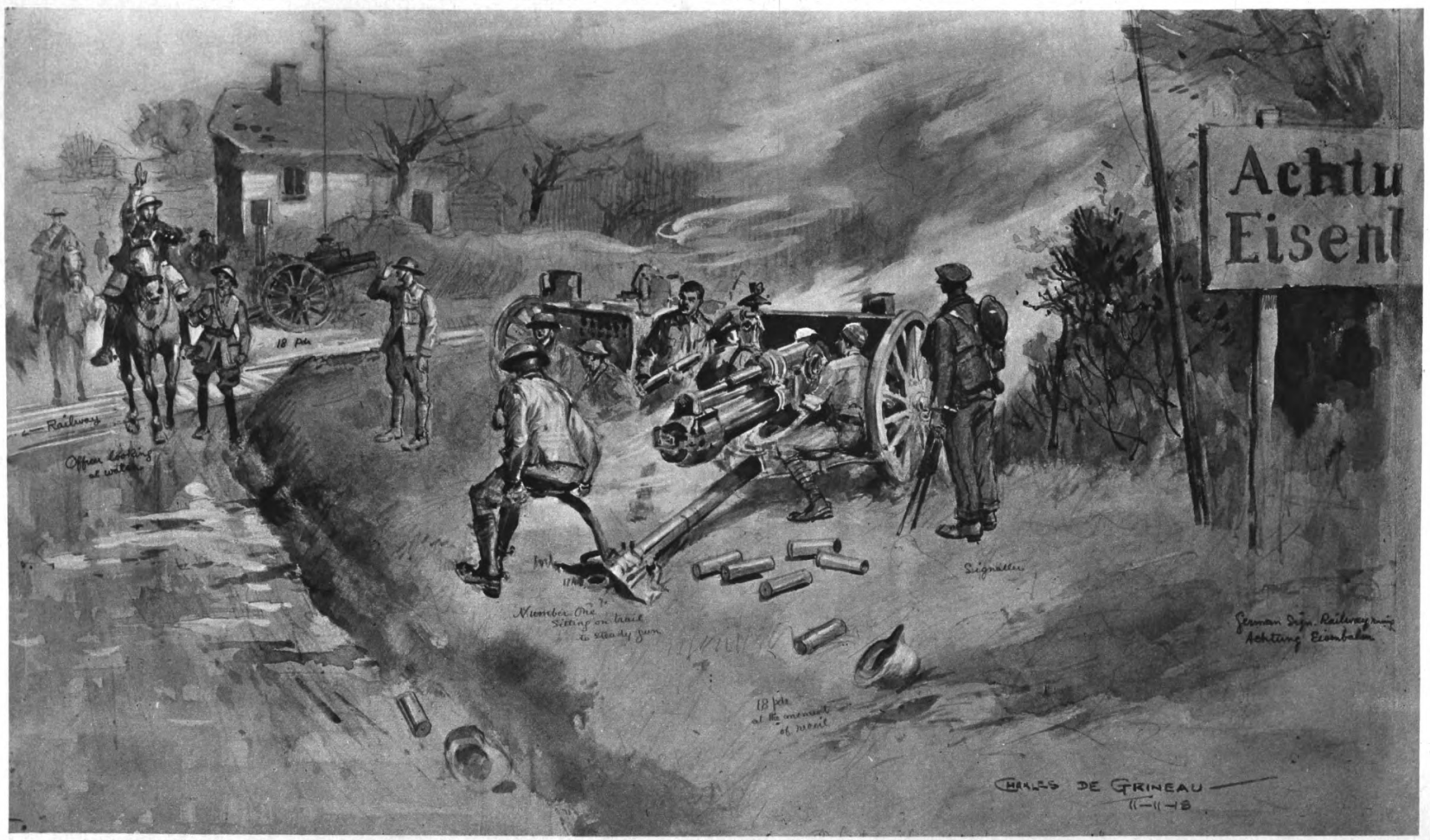


THE MECHANICAL MARVELS OF OUR UNDER-WATER CRAFT: THE INSIDE OF A BRITISH SUBMARINE.

Though, externally, the hull of a submarine when closed for diving is, apart from the conning-tower, almost as plain as a whale, the interior contains what, to the uninitiated, seems a hopelessly bewildering array of intricate mechanism. Of its general appearance the photographs reproduced above give a typical example. They were taken inside a British submarine, and they will enable the landsman to form some dim idea of what it means to lead a life below the ocean wave. From the upper illustration on the right, showing an officer enjoying a quiet half-hour with a book, it may be gathered that, in the larger boats, there is some provision for the amenities of life. Even so, however, the accommodation looks none too spacious, and the work of the ship seems to be going on around him.

"CEASE FIRING!"—THE R.F.A.'S LAST ROUND: A DRAMATIC MOMENT NEAR MONS.

DRAWN BY CHARLES DE GRINEAU.

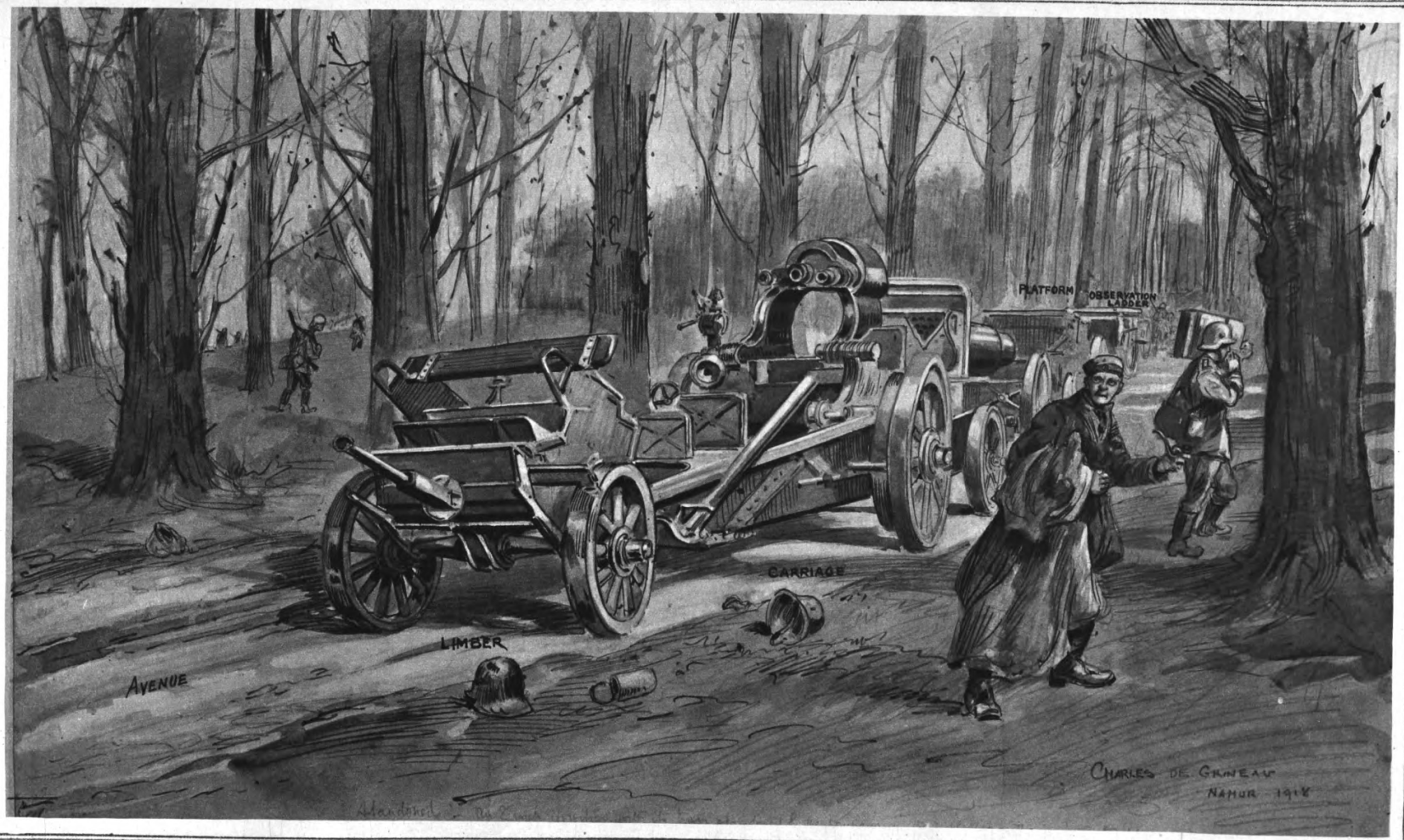


THE BRITISH ARTILLERY'S PARTING SHOTS BEFORE THE ARMISTICE: AN ADVANCED SECTION OF THE R.F.A. FIRING THEIR LAST ROUND AT THE RETREATING GERMANS ON THE MONS-CHARLEROI ROAD.

The order "Cease Firing!" was given at 11 a.m. on November 11, the day of the Armistice. It was an intensely dramatic moment, especially where the artillery was in action at the time. The drawing illustrates one such moment where an advanced section of the R.F.A., near Mons, was firing at the retreating enemy on the Mons-Charleroi Road. The gun in the centre—an 18-pounder, is seen at the moment of recoil after a shot had been fired. One of its crew (No. 1) is sitting on the trail to steady it. A second man is waiting to insert another shell in the breech, while to the right stands a signaller. The officer in command, on horseback, is looking at his watch while the fateful seconds run out, with hand uplifted ready to give the order to "cease firing!" A second 18-pounder gun is seen in the background beyond the railway line. The German notice-board on the right reads "Achtung Eisenbahn" (Beware Railway), a warning to troops or traffic.—*[Drawing Copyrighted in the United States and Canada.]*

"LOTTE" UNSOLD: AN ABANDONED GERMAN GUN OFFERED FOR SALE AT 50 MARKS!

DRAWN BY CHARLES DE GRINEAU.



ABANDONED BY THE ENEMY IN THEIR RETREAT ON THE WAY TO NAMUR: AN 8-INCH HOWITZER NAMED "LOTTE," WITH GERMAN STRAGGLERS WHO TRIED TO SELL IT.

An amusing incident is told in connection with this German howitzer, which passed into the hands of British troops in the advance to Namur shortly after the termination of hostilities. Four stragglers of the retreating enemy force are reported to have offered to sell the gun, which bore the appropriate name of "Lotte," for the sum of fifty marks! Presumably the offer was made to civilians in the locality; but, needless to say, no business resulted. The howitzer, with its limber and train, is here seen in an avenue in the grounds of the Château de Presles. It may be recalled that Sir Douglas Haig reported on November 22: "Yesterday evening our advanced detachments occupied Namur and crossed the Meuse south of that town. To-day our march has been continued on the whole front. . . . Some hundreds of German guns and a number of machine-guns and trench-mortars passed into our possession in the course of our advance yesterday."—[*Drawing Copyrighted in the United States and Canada.*]

"ALL CLEAR": A TYPICAL SCENE AS THE GER

FROM THE DRAWING B



INHABITANTS HOISTING WHITE FLAGS AS A SIGN TO THE ADVANCING BRITISH: THE EN

Bavai was one of the last places to be captured by the British forces before the Armistice. On November 6 the Germans made a counter-attack near the village, and were repulsed with heavy loss. On the 7th Sir Douglas Haig reported: "Our troops to-day continued their advance steadily on the whole front south of the Mons—Condé Canal. . . . (North of the River Sambre). Bavai is in our hands, and our troops have made progress to the east of the town." The drawing is typical of the scenes which occurred on such occasions. Two white flags are seen being hoisted on roofs by inhabitants, as a signal to the British that the enemy are leaving. On the road below are some German soldiers

MANS RETREATED FROM VILLAGE TO VILLAGE.

By Charles de Grineau.



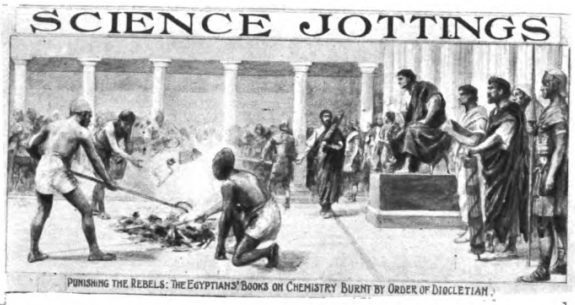
NEMY'S DEPARTURE FROM BAVAI—GERMAN SOLDIERS RETREATING WITH BAGS OF LOOT.

hurrying away loaded with loot. The notice-board on the left says (in German) "Beware Railway." Writing on November 7, Mr. Philip Gibbs says: "Our very gallant men, who have gone so long and so far along the road to victory, which now seems just ahead, at the turn of road, are still pursuing an enemy in retreat. They are well on the other side of the Sambre . . . and are fighting about Bavai, where yesterday evening heavy counter-attacks were repulsed with grave losses to the Germans. The enemy is retiring behind a screen of rear-guards, who here and there are trying to check our troops by machine-gun fire." —[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS



REPUTED AUTHOR OF FIVE HUNDRED WORKS: GEBER, THE ARABIAN ALCHEMIST.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN.



AUTHOR OF AN ENCYCLOPÆDIC TREATISE ON MEDICINE: RHAZES, THE ARABIAN PHYSICIAN.

CHRISTMAS FARE—HOME GROWN.

NOW that the three ogres, Battle, Murder, and Sudden Death, have been laid low, the Spirit of Christmas has the field to itself again, though in many a home that same spirit will but add poignancy to the grief already brooding there. But, since the Christmas festival has come to be inseparably associated with feasting on an unusually liberal scale, we shall this year have to fill up our bill-of-fare with the prospect of Christmases yet to come.

But this restraint may be good for us. The Christmas feasting has its roots in the old-time belief that a great appetite is a fine thing, and that the more you can eat the stronger and better you are. This tradition can be traced back to the days of our rude forefathers of the Stone Age—for they, like the savage races of to-day, had accustomed themselves to enforced periods of "rationing" and orgies of meat-eating, when some big beast was killed. Then the strongest among them ate most, and so were fortified against the succeeding period of shortage, and hence secured again the lion's share when the next occasion for a feast presented itself. The amazing quantity of meat which the negroes of Central Africa can eat has been described time and again by European sportsmen. A case is on record where twenty-three elephants, killed by an ivory-hunter, were demolished in the space of a few days. The whole countryside flocked to the feast, and "gorged" to their hearts' content. But, as a consequence, many died from the surfeit; whilst others took weeks to recover. But this was an extreme case, for such a haul of great carcases as this could only have been made with the aid of modern rifles.

In the early days of "Merrie England," before root-crops came into cultivation, it was impossible to keep a large herd of cattle through the winter. Hence, just before Christmas, large numbers were slaughtered and salted for consumption through the winter, and this contributed not a little to nurse the spirit of Christmas feasting, for just about this time there was an excess of fresh meat. Indeed, we have always been a beef-eating people. Meat formed an item in every meal, and at feast-times found its way even into the mince-pies. It may be held, indeed, that the modern mince-pie is but a degenerate survival. Nowadays we eat sweet fruits only with certain kinds of meat—as red-currant jelly with roast mutton and hare, and apple-sauce with roast pork and goose. In Germany to this day pickled plums and cherries are eaten with meat. The combination is well enough, as I know from experience; but I drew the line at roast mutton, pickled plums, and raw herring on my plate at the same time, as happened once in Trier.



WHERE THE CREW OF A "BIG BERTHA" SHELTERED: THE ENTRANCE OF A CONCRETE GERMAN DUG-OUT AT CRÉPY-EN-LAONNOIS.

French Official Photograph.



RELICS OF A "BIG BERTHA" AT CRÉPY-EN-LAONNOIS: THE PLATFORM OF ONE OF THE MONSTER GERMAN LONG-RANGE GUNS.

It was reported that among the 5000 German guns to be surrendered in accordance with the Armistice would be one of the "Big Berthas" used to bombard Paris at long range. The emplacement of one of these monster pieces was found at Crépy-en-Laonnois, with an adjoining concrete dug-out for its crew, beside a railway line by which it could be supplied with ammunition.

French Official Photograph.

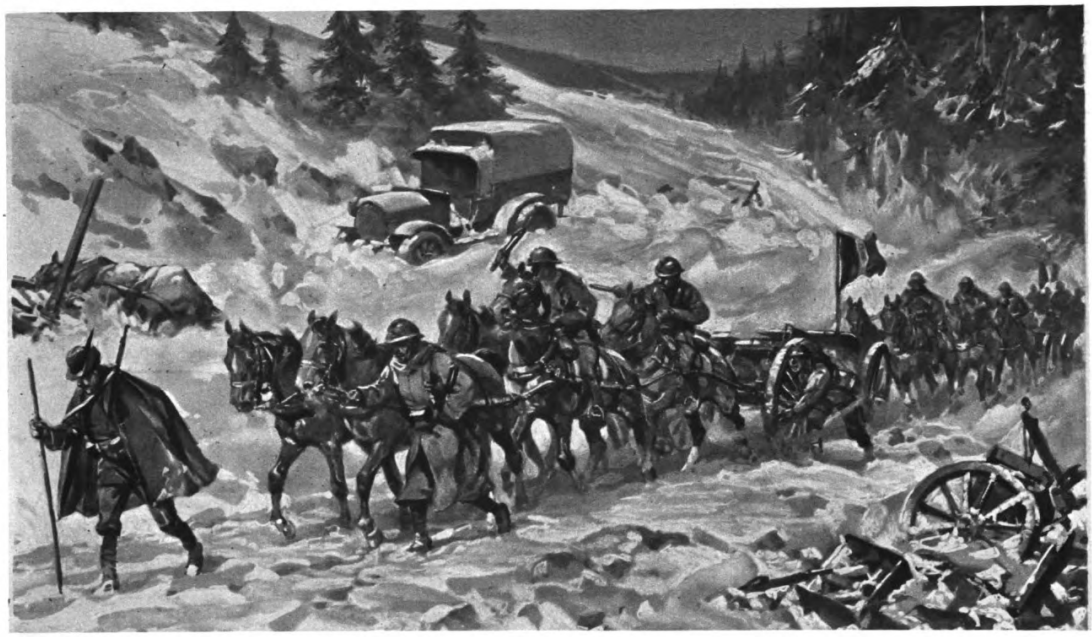
About the middle of the sixteenth century the turkey was added to our Christmas bill-of-fare, and a very welcome addition it has proved—so much so that in popularity it has superseded the "Roast Beef of Old England." Those of us who are fortunate enough to secure a turkey this year may be tolerably certain that it is a home-grown bird, for it is unlikely that it will be possible to import birds from overseas. Hitherto vast numbers have come to us at this season from abroad. But, since the imperative need of being self-supporting in the matter of our food-supplies has been brought home to us, it would be well if in future we contrived to raise our own—more especially since we are striving to find ways and means for those maimed in our wars.

To the raising of turkeys might well be added goose-farming. Of late years these also have been imported, largely from Ireland, whence the birds are brought with needless cruelty, due to over-crowding. Time was when geese were raised here in England in thousands, and it might well be so again. The Fen-country formed the head quarters of this industry, where it was no uncommon thing for a man to keep a stock of a thousand, each of which might rear, on an average, seven goslings. The flocks were regularly taken to pasture and water just as sheep are, and the man who tended them was known as the "goose-herd"—or, in its corrupted form, as the "gozzerd." These unfortunate birds were plucked alive, five times a year, and in autumn they were driven to London or other large markets, travelling at the rate of a mile an hour, and ten miles in the day. The feathers of these birds would still be valuable, though the barbarous methods of gleaning the harvest then in use are no longer permissible.

There can be no doubt that we have in the past neglected great opportunities in this matter of raising poultry, pigeons, and rabbits, for the demand is steady. The money now spent in importing food of this kind might well be directed into our own pockets, to the great benefit of our people. Doubtless there are difficulties to be overcome in translating this suggestion into action, but they are not insuperable.—W. P. PYCRAFT.

ITALY'S TRIUMPH: THE ADVANCE INTO AUSTRIA; IN LIBERATED TRIESTE.

DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY JULIUS M. PRICE, OUR ARTIST WITH THE ITALIANS.



ADVANCING WITH FLAGS FLYING AMONG SNOW-COVERED DÉBRIS OF THE ENEMY'S RETREAT: THE ITALIAN ARMY'S OCCUPATION OF AUSTRIAN TERRITORY—ON THE ROAD TO POSTUMIA.

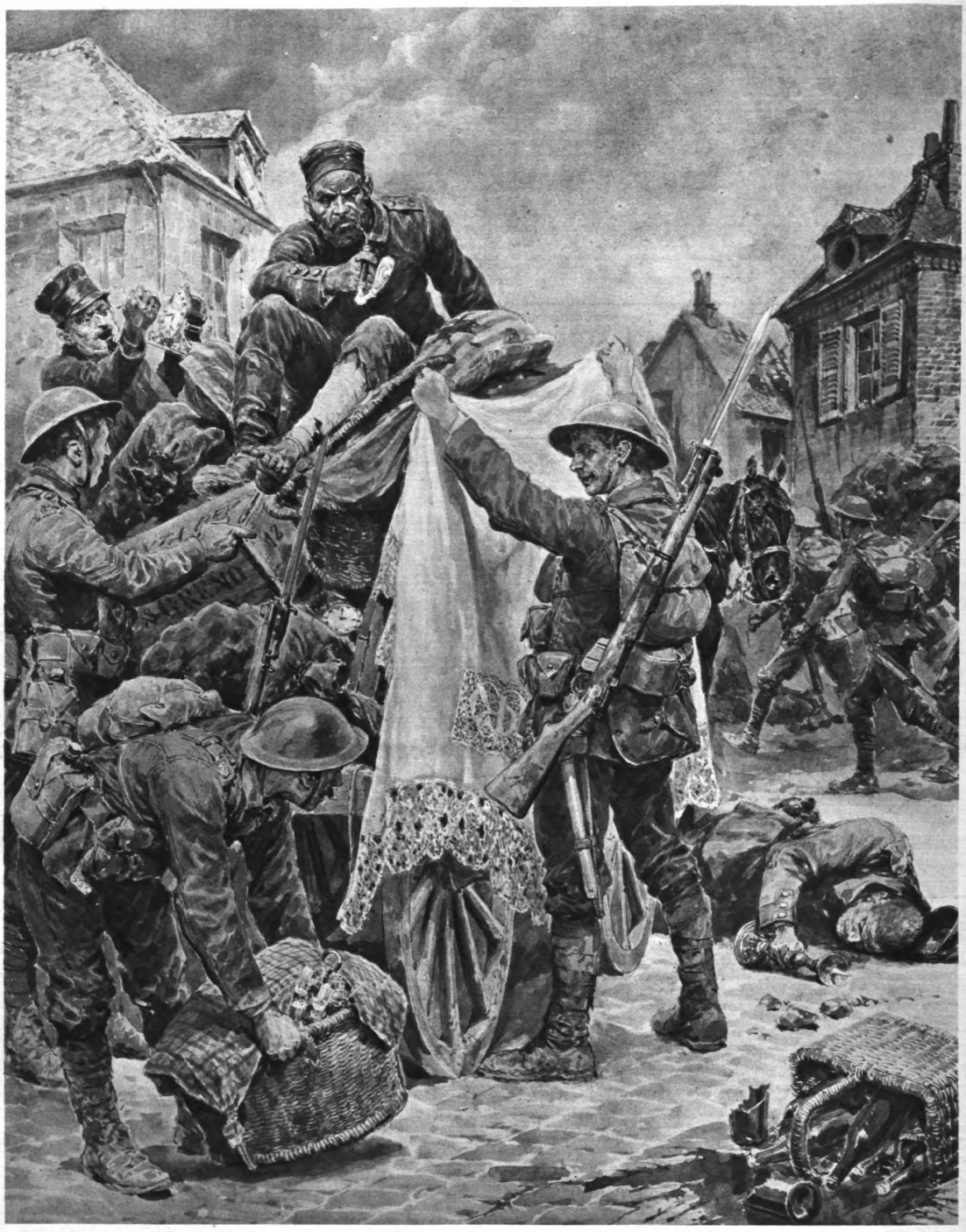


THE REPATRIATION OF ITALIAN PRISONERS OF WAR FROM AUSTRIA: THE SCENE OUTSIDE THEIR ENCLOSURE NEAR THE DOCKS IN TRIESTE, AFTER ITS CAPTURE BY THE ITALIANS.

In their great victory which brought about the surrender of Austria and the fall of Trieste, it will be recalled, the Italians took 300,000 prisoners and 5000 guns. In a note on his sketch for the upper illustration, Mr. Julius Price says: "Winter has already set in; it is bitterly cold and snow is falling everywhere; but the victorious Italian Army, with flags flying, presses on without a pause. On all sides one sees signs of the precipitate retreat of the Austrians—abandoned waggons, broken-down guns, limbers, piles of ammunition-boxes, and all the grim débris of war." Of the lower subject he writes: "Whilst waiting to be taken back to Italy all prisoners from Austria are kept in a big enclosure near the dock where lies the ship to convey them. This has been found necessary owing to the food conditions in the city. On the arrival of a fresh contingent, the railings are besieged by people of all classes. . . . The men are all in rags, and look more like beggars than soldiers, and all bear evident traces of their privations. They are pathetically grateful for any little kindness shown them. There were two British officers in the crowd when I made the sketch."—[*Drawings Copyrighted in the United States and Canada.*]

CAUGHT RED-HANDED: GERMAN LOOTERS CAPTURED BY BRITISH TROOPS.

DRAWN BY R. CATON WOODVILLE.



COMPELLED TO RESTORE STOLEN GOODS TO THEIR RIGHTFUL OWNERS: GERMAN SOLDIERS WITH A CART-LOAD OF LOOT CAUGHT BY THE BRITISH IN A FRENCH VILLAGE.

Up to the very end of hostilities the German Army maintained its reputation for wholesale looting, which had been practised both by its officers and men throughout the war. Our drawing shows a typical scene, during the final operations on the Western Front, on the entry of advancing British troops into a recaptured French village. Some of the enemy who had stayed too long on their nefarious work were caught red-handed with a whole cart-load of loot, boxes, and hampers full of clocks, ornaments, quilts, cruet-stands, wine, and much other portable French property. Our men promptly removed all the stolen goods from the thieves, and returned them to their rightful owners. The question of the restoration by Germany of more important loot taken from occupied towns, in the shape of documents, securities, specie, machinery, and works of art, was recently the subject of a report to the French Minister of Finance from the Sub-Financial Committee of the Armistice Commission at Spa.—[*Drawing Copyrighted in the United States and Canada.*]

Quality!

You cannot see quality, but you can taste it in Bird's Custard. It means more nourishment from the same amount of food.

During the War, many qualities have fallen, but it is not so with Bird's Custard. Its super-excellence has never varied. A distinguished scientist recently paid

BIRD'S CUSTARD

an impressive tribute. He proved that it adds 25% to the nutritive value of milk, and described this as *"A very high achievement."*

Milk is very precious nowadays, therefore put it to the best use by having Bird's Custard at all meals.

Serve Bird's Custard with all puddings, boiled or baked. Its rich creaminess banishes War-time dulness, making the plainest pudding a delightful treat.

Whisk your Bird's Custard.
Delicious as cream with tartlets.



C306

TO-DAY'S RECIPE.

DATE TURNOVER.

Dates are a War-time standby; they have proved a splendid substitute for dried fruit in cooking and also a valuable sugar saver.

The Date Turnovers made from this recipe are substantial and delicious; they are eagerly sought for by the children for lunch or tea. Notice this recipe saves flour:

RECIPE.

Half lb. flour. 1 oz. "Paisley Flour."
4 oz. rolled oats or oatmeal. 1 teaspoon sugar.
3 oz. chopped dates (or figs, raisins and other dried fruit).

Sift the flours and sugar together, add the oats, and work in the fat lightly. Moisten with slightly warm water, and roll out thinly. Cut into rounds, put a layer of finely chopped fruit on each, and fold into turnovers. Bake in a moderate oven.



"Paisley Flour"

(Trade Mark)

The SURE raising powder

adds to the bulk of War flour, improves its quality, and ensures well raised, wholesome bakings.

'Paisley' added one part to 6 or 8 of War flour gives splendid results.

Packets, 1/7, 10d. and 5d.
Economise by buying the large packets.

EXPORT.

The Export of Brown & Polson's "Patent" Corn Flour and "Paisley Flour," perforce curtailed during the War, will be resumed throughout the world as early as possible.

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In the New Palladium and other Settings.

ORIGINALITY of design, combined with taste. Exclusive and beautiful work at strictly moderate prices for cash.

Diamonds, either alone or with Pearls, Emeralds, Sapphires or Rubies of rare quality.

The range of prices and variety of fine single-stone Rings is immense.

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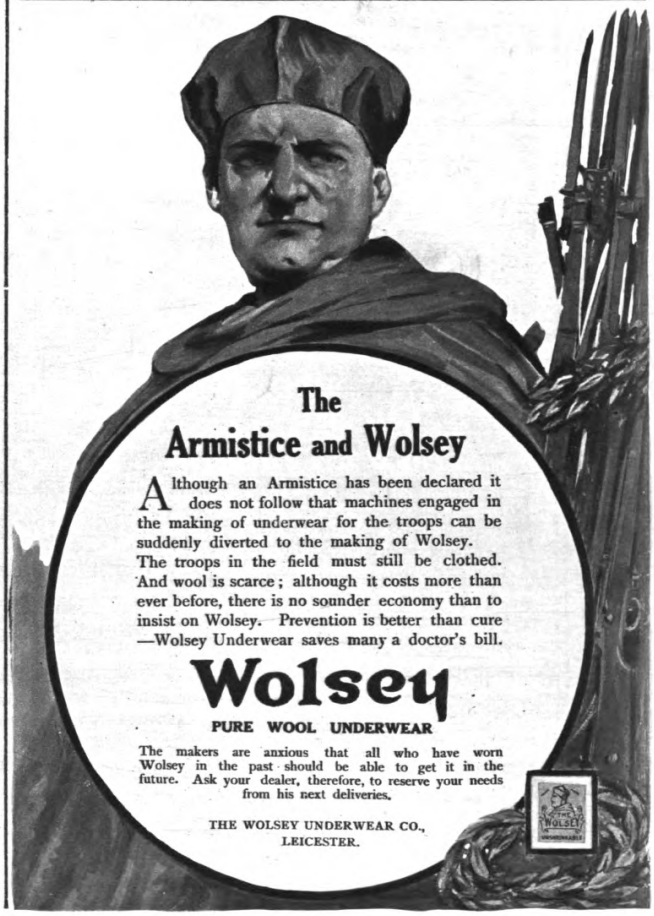
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Watchmakers to H.M. War Office, Admiralty, &c.

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AND

25, OLD BOND STREET, W. 1



The Armistice and Wolsey

Although an Armistice has been declared it does not follow that machines engaged in the making of underwear for the troops can be suddenly diverted to the making of Wolsey. The troops in the field must still be clothed. And wool is scarce; although it costs more than ever before, there is no sounder economy than to insist on Wolsey. Prevention is better than cure —Wolsey Underwear saves many a doctor's bill.

Wolsey

PURE WOOL UNDERWEAR

The makers are anxious that all who have worn Wolsey in the past should be able to get it in the future. Ask your dealer, therefore, to reserve your needs from his next deliveries.

THE WOLSEY UNDERWEAR CO., LEICESTER.

LADIES' NEWS.

THE QUEEN visited the Exhibition of Dolls for the Children's Jewel Fund at Sunderland House, intending to spend half-an-hour there; but the fascinating little people beguiled her Majesty into a longer visit. Very handsome did the royal lady look, wearing a long coat of bronze-brown velvet, trimmed with dark fur, and just a light touch of dull-gold embroidery. A silver fox-collar and muff, and a hat of velvet, like the dress, completed the costume—the hat-brim of deep wine-purple leaves. The Duchess of Marlborough, wearing a very graceful black dress, in alternate large checks of shiny and dull silk, and a particularly pretty toque—went round with the Queen; also Adéle, Lady Essex, Lady Randolph Churchill, Lady Tree, and Lady Alexander. Adeline Duchess of Bedford joined the party, and Lady Mary Trefusis was in attendance on the Queen.

To the ladies in charge of every section her Majesty had something pleasant to say. Lady (Arthur) Paget, at the Army section, heard how extraordinarily perfect it appeared; and a quaint smile lit up the Queen's face when she saw the Prince of Wales in miniature—very much in miniature, for these are quite small dolls. It was, she said, quite a good likeness. A member of the American Embassy circle, who has not met the Queen for seven years, was as much astonished as delighted to be remembered, as she showed her beautiful scene of George and Martha Washington, at Mount Vernon, surrounded by a typical company. Of Mrs. Oscar Asche, the Queen asked several questions about the dolls in the wonderful scene from "Chu Chin Chow"—perfect to the smallest detail. Historical scenes and well-known personages shown by Lady Reading and Lady Newnes also greatly pleased the royal visitor. Many and most distinguished people looked with keenest interest at the little reproductions of themselves during the week, and there was a hope that the exhibition might be extended beyond the 20th. The difficulty seemed to be that the Duchess of Marlborough had only been lent her own house by the American Commission to which she had lent it, and that only for a stated time.

No more fascinating study of French dress in the nineteenth century could be desired than that afforded by the dollies. It deserves a day's inspection all to itself. Several of the visitors and section-holders are of opinion that a large number of the exhibits—the Army, Navy, Air Service, Personages, and the French dress—should be bought for the nation to form the nucleus of a Children's War-Time Museum.



A SMART COSTUME.

It is made of tan cloth, and shows one of the fashionable waistcoats. The tunic is edged with skunk—the whole forming an eminently up-to-date and desirable garment.

It continues to be the smart thing to use fur-trimming on ethereal materials; so much so even as tulle. This must be of substantial make if it is suitably to bear its richness. The other evening at a jubilant little dinner at one of our luxurious restaurants, a tall, slender, dark woman wore a pleated skirt of sulphur-coloured panne. There was a waist-band of satin, tangerene in colour, fastened at one side with a great clasp of clouded amber. The bodice-folds of panne were pulled pinafore-like over the shoulders. The *cachet* of the gown was a loose coat of russet-red tulle, or possibly Brussels net. It had a high collar at the back, cuffs, and a wide band round the hem of soft brown fur which looked like Kolinsky sable. A long chain of amber beads was the only ornament. Many admiring glances were thrown at that dress and its wearer.

Women who kept their hair toned by occasional skilled care, and frequent washings in champagne, were hard put to it during the war. Champagne was indeed, as it now is, liquid gold. Many a pre-war sunny coiffure now wears a wintry and a silvered aspect. It is not unbecoming, according with the lines that war has marked in faces. Men who have been through the mill find something more soothing and sympathetic in the silvered locks and serious faces of their wives than in the sunny hair and smooth countenances which they wore before the catastrophe, and which husbands immensely admired then. It is the way we look at things that matters; and the war's marks are on us all. They are not unbecoming to women on the whole; and a number will, of course, gradually recover with some skilled assistance and more gold available from the cellars of Rheims.

We are all looking forward to the children having a Merry Christmas, such as has been impossible for the past four years. They are just coming—and come home from school—with the full feeling of victory in their minds. They can have pantomimes, shows of many kinds, parties shorn of cream ices; but the youngsters will be quite pleased with the water variety if they are nice, and we are promised "simple" confectionery. There is no lack of furnishing for Christmas-trees, and the trees themselves are also forthcoming. Dancing to rag-time is far more suitable for youngsters than to the strains of the valse and quadrille. Fancy dress is a joy to children; and there are no such successful masqueraders as they are. The shops will be bright, and the youngsters must have a memory of Peace Christmas which will quite obliterate any that it was not also one of plenty.

A. E. L.



Jewellers BY APPOINTMENT to H.M. the King.

Christmas

THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

Selections will be sent for approval if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

WARNING.

The Goldsmiths & Silversmiths Company have no branch establishments in Regent Street, Oxford Street or elsewhere—in London or abroad—only one address: 112 REGENT STREET LONDON W. 1.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.
with which is incorporated The Goldsmiths Alliance Ltd. Est. 1751.

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..... You've seen it through!

You don't want to talk about it. You don't want to think about it. You just want to lean back and feel that the day you've been dreaming of since that first August of 1914 has come at long last.

It's good to be alive. It's good to be with her. It's good to sit at home, lazily watching the smoke curl up from your Kenilworth Cigarette, and enjoying the flavour of that wonderful golden tobacco that suits the hour so well.

Peace finds Kenilworth Cigarettes unchanged, in size.

Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginian Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost ***1/4*** *for* 20, ***3/3*** *for* 50, ***6/6*** *for* 100.

FOR THE FRONT.—We will post Kenilworth Cigarettes to Soldiers at the Front specially packed in airtight tins of 50 at 2/9 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. ***Minimum order 200.*** *Order through your Tobacconist or send remittance direct to us.*
Postal Address:—14, Lord Nelson Street, Liverpool.

Kenilworth Cigarettes

COPE BROS. & CO., LTD.,
LIVERPOOL AND LONDON.
Manufacturers of High-class Cigarettes.

LITERATURE.

"Sea Fights of the Great War." "In face of what has transpired, the public are apt to overlook the fact that our Fleet in August 1914 was barely, if at all, sufficient for our needs." This striking sentence is taken from the opening chapter of "Sea Fights of the Great War," by W. L. Wyllie, R.A., M. F. Wren, and others (Cassell). The sub-title of the book explains that it deals with "Naval Incidents during the First Nine Months," and it is a pity that the main title should suggest more than the volume has to offer. There are twenty-four colour-plates by Mr. Wyllie, together with a number of black-and-white drawings and maps; all these reproductions are excellent. Needless to tell Mr. Wyllie's admirers that he has given plenty of colour and atmosphere; to the full extent that the size of the page allows, the illustrations satisfy. The book is pleasantly written in chatty fashion. It is well suited to the needs of those who take an abiding interest in the Navy while knowing little of its life and management, and are grateful to writers or compilers who will tell them the most thrilling tales about the men who go down to the sea in ships.

The story may be said to open with Prince Louis of Battenberg's order to the Fleet, dated July 26, 1914, to stand fast until further orders. On the 29th the First Fleet was on its way to war stations. Then the narrative follows the early months of war in the Bight of Heligoland, the Mediterranean, off Samoa, Coronel, Falkland Islands, and the Dogger Bank, and back again to the Mediterranean. The full and true recital of the adventures of the *Goeben* and *Breslau* is not to be found on the pages devoted to their journey *en route* to Constantinople, but perhaps the time has not come to tell it. In the selection of the letter-press Mr. Wyllie has been discriminating and fortunate; official telegrams and extracts from papers unknown in this country are blended with intimate details of a sailor's life in war time, these last being in all probability founded upon personal narratives. When we remember the enormous field of naval operations, and their varying nature, the effort required to make a fairly consecutive story will be apparent. The special interest to the reader comes as he realises how one after another of the outposts of Empire were torn from the enemy. Resistance was always brave and efficient within the limits of equipment, but it did not suffice in any single instance.

Germany had not found the time when she challenged civilisation to consolidate her colonial position, and under the skilled pressure of the British Navy it crumbled to ruin. When her colonial weakness is recognised, and Mr. Wyllie's book helps recognition, it is apparent that Germany, from the beginnings of the war, must have recognised the hopelessness of the struggle. Her statesmen looked to the Peace Conference to render nugatory the swift effectiveness of the British Navy.

If the worst came to the worst, there was always the appeal *ad misericordiam*—the claim that no great Empire may be deprived of raw material and continue to pay her way. "You will always be fools and we shall never be gentlemen," said a German officer to his captors early in the war. If he was right, it may well be that the work Mr. Wyllie has pictured and described will prove less effective than we have the right to expect.



AN ARAB LEADER IN LONDON: H.R.H. PRINCE FEISAL.

H.R.H Prince Feisal, son of the King of Hedjaz, and commander of the Arab Northern Army, has been received by the King at Buckingham Palace, and has made a short stay in London. He is at present in Scotland, and will also visit the Grand Fleet.—[*Photograph by L.N.A.*]

"Russia's Decline and Fall." This work by Princess Catherine Radziwill (Cassell) is a piece of tolerably competent journalism — perhaps nothing less, and certainly nothing more. Its sub-title, "The Secret History of a Great Débâcle" (*sic*), is distinctly misleading, for there is nothing more secret in the book than there is in the exterior of St. Paul's Cathedral. The publishers say that the manuscript was delivered between July 1915 and January 1916, and find "great prescience" in the following passage of a letter from the author: "I feel it [my book] may help to explain some other momentous events which I foresee, and of which it seems to me that the dawn is at hand." Apart from this sentence, we find no example of prescience in the two hundred and fifty pages of "secret history." We find copious extracts from newspapers, a chronicle of military events known to all the world, copies of proclamations and speeches, extracts from letters written by friends of the author who remain anonymous. The Grand Duke Nicholas is very severely criticised, and Princess Radziwill is good enough to explain to him on several occasions where his mistakes were made and what the correct strategy would have been.



ON THE ROLL OF HONOUR: CAPT. C. WESTCOTT, M.C.

Capt. C. Westcott, M.C., West Yorks Regiment, was educated at Alleyn's School, Dulwich, and the City of London School. He died of wounds received on active service.

Photograph by Claude Harris.

She praises the abominably reactionary President of the Council and Prime Minister Gorémykin, at once the laughing-stock and stumbling-block of Progressive Russia; she finds that General Soukhomlinoff, ex-Minister of War—who is accepted to-day as one of the betrayers of Russia, and has been tried for his offences—was a

[Continued overleaf.

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ICY-HOT VACUUM FLASKS afford hot or cold beverages at home or abroad when preparation is impossible. Indispensable when travelling or on any outing. Have proved invaluable to our gallant soldiers and sailors on active service, and will now be equally serviceable in the home, office, or workshop.

THOROUGHLY PROTECTED AGAINST BREAKAGE. A thickly padded spring cushion at oral bottom makes flask practically unbreakable. Asbestos pads prevent vibration of inner flask, eliminating breakage at the neck.

ABSOLUTELY SANITARY. Projecting glass neck. Leakage into case when pouring prevented by rubber ring, instantly demountable. Easy to keep clean. Inexpensive to replace.

THE ICY-HOT VACUUM FLASK. shown here comes in container, enamelled in leather effect, with nickel-plated shoulder and drinking cup. Made for hard usage. An ideal travelling companion,

Look for the name ICY-HOT on the bottom.

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INFLUENZA.
ITS PREVENTION AND CURE.

"SANITAS" FLUID—mixed with water 1 in 4 used as gargle, also as Tooth and Mouth Wash, and for spraying the air of Apartments, is the best and surest preventive.

"SANITAS" AERIAL SPRAYING

is cleanly, pleasant, and effective. **8d.** and **1/3** bottles, and in bulk **6/-** gallon. Of chemists, stores, and

THE "SANITAS" COMPANY, Ltd., Limehouse, London, E.14

BORWICK'S



THE
BAKING POWDER
OF THE
BRITISH EMPIRE

A SOCIETY WOMAN'S TOILET TABLE.

By "ESTELLE."

I WAITED in a charming boudoir while a slim parlourmaid hurried away to announce my arrival.

I had not seen Juliette since we both left school, though we had corresponded all the time, and it was with a tiny feeling of shyness that I prepared to meet my friend as the wife of an English peer. She must have changed, I supposed. I remembered her at eighteen as a merry but rather unprepossessing schoolgirl, dressed in the ugly convent uniform, her straight, straggling hair brushed straight back from the forehead, with the sallow skin which so many French girls possess. Her charm of manner and her great dark eyes with their long, curling lashes were, indeed, a counter-attraction, but the very length of those lashes was the sign of too-easily growing hair, and a dark, downy growth spoilt her pretty mouth. I could see no photograph in the room which looked in the least like Juliette.

The door opened, and a lovely woman, dressed in a filmy "tea-frock," came in. I was conscious of a sort of soft rush, and realised dimly that Juliette was embracing me.

"My dear-rest Helen," she exclaimed, with that pretty difficulty with her "r's" that I remembered so well. "You do not r-recognise me, no?"

She stepped back, laughing.

"I don't believe I do," I said. "How lovely you 've grown."

She had. Her skin was as clear as a child's, the downy growth had entirely disappeared. I had never noticed what a pretty mouth she had. There was a tiny flush in her cheeks which was delightfully becoming, and which gave value to her shining, dark eyes, whose lashes seemed longer than ever. Her hair was no longer strained back from her forehead, but waved round her face in enchanting little curls.

"Come and take your things off," she smiled, and led me to her pretty bedroom.

As I took off my hat and tidied my hair, I looked round for a powder-puff. The dressing-table was strewn with gold-topped jars and flasks, but there was not a sign of powder or puff anywhere.

Juliette saw my dismay and laughed.

"I gave up powder some time ago when I was a V.A.D. I had to get used to avoiding it as unsuitable. Have some cleminite instead."

She offered me a slim bottle full of a rosy liquid.

"Rub it on your skin; you won't want any powder. It won't make you pink, if that 's what you 're afr-raid of."

I applied a little, and was delighted with the result; my skin felt beautifully cool and velvety—and looked it.

"Where do you get it?" I asked. "I suppose it 's horribly expensive?"

"I make it," she explained, "for two shillings and sixpence; I buy a packet of cleminite at the chemist's, pr-retty stuff, like pink sugar. I dissolve it in water, and, *voilà*, two bottles of the nicest beauty lotion I know of."

"Whatever 's this?" I asked.

"That is pheminol," she said. "He smells dr-readful, but he is my very good fr-riend. You remember I had such an ugly moustache? Well, I used pheminol once, and it all came out, never hurting my skin a bit, though maman made me try all sorts of painful things before. Then I put on a little tekko paste, and I have never been troubled with superfluous hair since. Hair is so funny, isn't it? It grows in all the *wrong* places, and then gets thin on one's head. Mine got thin, but since I used a tonic made of boranium (you can get it at the chemist's) and bay rum it has grown so nice and thick. Maman uses bay rum, too, but she prefers to dissolve tammalite in it, and all that grey hair has quite disappeared. Her hair looks just like mine—of course, we both shampoo with stallax granules, there 's nothing so delightfully cleansing."

I came across a jar filled with a white substance like solidified cold cream.

"What 's this, Juliette? Forgive my horrid curiosity, but I 'm most dreadfully inquisitive about your beauty secrets."

"Just plain ordinary mercolised wax. Never heard of it? Well, I couldn't do without it. A ver-ry clever person who knew I was fond of those scented creams one pays such atr-rocious prices for, once said to me, 'No wonder you 've a bad skin; it doesn't get a chance to breathe; you clog all the pores with waste matter, and your skin turns yellow and shrivels up just like a plant without water.' That set me thinking; now, instead of adding to my skin, I take away from it. Subtract your skin and the answer is a nice complexion," she laughed. "Mercolised wax absorbs all the ugly, soiled outer cuticle, invisibly and painlessly, of course, and leaves the nice, fresh new skin underneath. Isn't it wonderful?"

I was amazed. "But where do you get it?" I asked.

"Any little chemist has it in stock; you 've only got to ask for it. Oh, I *must* tell you about stymol. Do you remember I was always getting those hateful blackheads, besides having a face that shone like luminous paint in the dark? I 've discovered that they are simply the result of enlarged pores. I bought some stymol tablets—you see, I always keep some by me—and I dissolved one in water, bathing my face in the sparkling mixture. The blackheads were loosened at once and came right out on the towel. Now, I bathe my face from time to time with this lotion, and I find that it closes the pores. I never suffer from oiliness or blackheads now."



Manfield's point out the wide range of application that footwear has in the matter of present-giving. In appearance, usefulness, and even tradition, it has no rival to its claims

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– Sold at 1/2 –
IN PREFERENCE TO THE SMALLER SIZE

By so doing they will obtain greater value for their money, and help to economise in labour and packing materials.

Present Prices 1/2-8½

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Zenobia Condensed Perfumes are something new in perfumes. They are not only better, truer and purer than ordinary perfumes—they go further and last longer, the merest touch of the stopper being sufficient to perfume the handkerchief.

ZENOBIA
CONDENSED PERFUMES

In dainty bottles—small enough to carry in a purse. Try the Zenobia Condensed Perfumes: **Sweet Pea Bloesom, Night-Scented Stock,** or **Lily of the Valley.** Price **3/-, 6/-** and **12/6.** Of all Perfumers, Chemists, and Stores.

ZENOBIA, Ltd., Loughborough, Leicestershire.

For Beautiful Healthful Homes

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The Modern Decoration.
ARTISTIC—DURABLE—ECONOMICAL.

HALLS Distemper is when first applied a thorough disinfectant and germ destroyer. It dries quickly with a soft velvety appearance and gives a hard and cement-like surface which withstands wear.

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USE IT ON YOUR HANDS and FACE

last thing at night and you never need worry about your appearance.

BEETHAM'S La-rola

(The best substitute for Glycerine)

is a natural skin food and emollient, which takes away all the tell-tale traces of housework—red and roughened hands, etc. It is a thing which every housewife should know about. The work *must* be done, but you *can* use LA-ROLA and yet retain a complexion and hands second to none for softness and delicate whiteness.

La-rola is quite economical at 1/1½ per bottle because it goes a long way. It is so good that all chemists and stores sell it.

PALE COMPLEXIONS may be greatly improved by just a touch of "LA-ROLA ROSE BLOOM," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-.



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HANDKERCHIEFS
for Xmas Gifts

are described in our latest list, and include Khaki Handkerchiefs for soldiers and airmen, plain handkerchiefs for everyday use, quaint designs for the children, and lace and embroidered trifles for the ladies—and all are offered at makers' prices. An example:—

No. G 2.—Ladies' fine Linen Cambric fancy-stitched Handkerchiefs, about 13 in., **17/9** per doz. *Price List sent free.*

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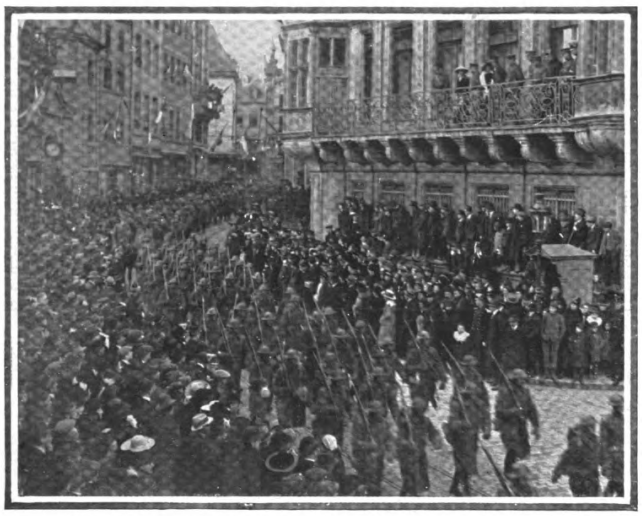
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perfectly honest man. We can only imagine that the Princess has other gifts than prescience, or possesses information that the leading authorities must remain content to live without. At the same time, let it be confessed that the odd jumble of facts and opinions that goes to the making of this book does present occasional glimpses of Russia waging war against Germans without and corruption within. The defeats in East Prussia, the short-lived triumph in Galicia, and the whirlwind campaign directed by General Mackensen bulk largely in the narrative; and we see the "old gang" prosecuting, proselytising, and thieving when it should have been getting on with the war. There is nothing very secret about this; recent events in Russia have made it such ancient history that, if the publishers had the manuscript in hand nearly three years ago, it is a pity that they have kept it until the fine flavour of novelty has evaporated.

Of the late Tsar the author writes with the greatest admiration and sympathy. To her at least he is a heroic figure, though evidence in support of the attitude is to seek. The dark influences that surrounded the throne do not intrude into the pages of this "secret history." It is not to be doubted that many thousands of intelligent Russians believed that the world war would result in a speedy triumph for the Russian arms, and in the further strengthening of a régime that was deliberately strangling progress. To-day we are faced by conditions that appear in many aspects to be even more disastrous to Russia's countless millions, though it is reasonable to hope and believe that they will have a far shorter lease of life. There is no sign in the pages before us that the author's "prescience" stretched in their direction, and with the best will it is impossible to regard "Russia's Decline and Fall" as a serious or enduring contribution to the history of the war.

NEW NOVELS.

"Tumult." The quarrel between Nature and an over-civilised society raises tumult in the hearts of the young, and Miss Gabrielle Vallings enlarges on the subject. She makes play with no less a personage than the great god Pan himself, drawing a measure of her inspiration, perhaps, from Stevenson's vision of Pan's pipes and the hoof stamping in the nigh thicket. Her drama is staged in modern France (1913), and she is able to furnish effective contrasts between the Australians, old and young, fresh from their illimitable pastures, and the aristocratic community whose conventions they challenge with so much audacity. A Futurist freak, decadent and impudent, is one of the chief characters in the book. Seen across the gulf between 1913 and to-day, he seems a preposterous jackanapes; but Miss Vallings is right in allowing the society of his extinct era to take him seriously. "Tumult" (Hutchinson) is theatrical in its situations, and its people are sometimes bombastic, and not infrequently tiresome; but it has plenty of vigour and purple patches. It is not quite easy to forecast the writer's place among the novelists of the near future. She has ability that may take her far.



"VIVE L'AMÉRIQUE!" UNITED STATES TROOPS ENTERING LUXEMBOURG—THE MARCH-PAST BEFORE THE GRAND DUCHESS AND GENERAL PERSHING.

General Pershing entered Luxembourg on November 22 with the 18th Regiment of Infantry, 1st American Division. In the group on the balcony of the Palace the young Grand Duchess of Luxembourg is seen standing next to General Pershing, who is the third figure from the left.—[*Photograph by U.S. Signal Corps.*]

"Gudrid the Fair." Mr. Maurice Hewlett pursues his adaptation of Icelandic legends to the taste of the twentieth-century novel-reader — an individual who might be found indifferent to them in the form of the original sagas. He is (or he used to be) an alert psychologist, and with the best will in the world, and in spite of what he says, is to be found "implicit in the saga-history," there is not much room for a psychological expansion of the original story. Mr. Hewlett contends, indeed, that when you come to know the persons of these far-off tales you can find as much as you want, or choose to put there; but we do not think he has proved his case. The goodness of Gudrid is too passive to establish it. "Gudrid the Fair" (Constable) is full of interest; but we are afraid that is chiefly because the sagas are a sealed book to us, and here is Mr. Hewlett, with all powers of the novelist, opening the hidden page and making play with the romance of the Norsemen's discovery of America, and of the many men who wooed and loved a certain fair and virtuous woman. Also there is a fascination in the northern atmosphere, the sea, and the landscape where the play is staged. It is a big, clean world that lies spread before us, where men have room to live and courage is as needful as wits.

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Hors Concours, San Francisco Exhibition, 1915

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Your Victory-Year Xmas Gift for him.



THIS year will see a glad revival of the old Christmas spirit—Peace on earth and goodwill towards men.

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A desire too, to exchange gifts that will link themselves up to the most stirring Christmas within living memory—and go forward to endure as the Peace will endure.
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G. & J. MACLACHLAN, Ltd.,
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"THE SAD YEARS."

TENDERNESS and pathos have never found more delicate expression than in the poems of Mrs. Clement Shorter (Dora Sigerson) whose death last January silenced one of the sweetest of Irish singers. "The Sad Years" (Constable) is a posthumous volume of poems written during the war. In a charming, but too brief, prefatory tribute her friend Katharine Tynan writes: "Her breakdown in health was sudden. She attributed it herself to her intense and isolated suffering—isolated beyond the perfect sympathy of her devoted husband—over the events following Easter Week 1916 in Dublin, and the troubles which menaced the country she adored. . . . And so she died, as she would have chosen to die, for love of the Dark Rosaleen." There is no element of political bitterness in her verse; her feeling for Ireland is rather the passionate regret of an exile for home and childhood's happy memories, and a deep love of her country's natural beauty, the call of the hills and lakes and windy shores. But something more than mere personal nostalgia is the burden of her song. Her heart was oppressed by the tragedy of war in all the world; she felt the agony of the wounded, and the misery of the refugees; she wept with weeping mothers—

> Who on the battlefield in spirit go
> Without the war's red splendour or renown.

Out of the fullness of her sympathy she cries to God to end it all—

> Is this, indeed, Thy man that Thou hast made,
> Is this Thy likeness, and are these Thy ways?
> Oh, Lord of Pity, quench these flaming hours,
> Restore to peace these sad and tortured years,
> Wherein Thou breakest the frail heart of man
> —Or he the heart of God.

She finds comfort, like other poets, in communion with nature, whose moods she paints with an exquisite touch—

> The soft little hands of the rain stroked my pale cheek,
> The kind little feet of the rain ran by my side.

The love of children, implied in this characteristic metaphor, is another constant *motif*, as in "A Song for Evaleen," and many incidental passages, like that in the last poem, which calls up a vision of a future when the griefs of to-day will all be forgotten—

> Babes in their golden hour,
> Seeking some hidden flower,
> Will, in those years afar,
> Play on the fields of war.

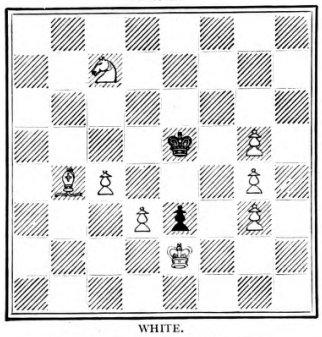
A portrait of the author, wherein we recognise that "suggestion of the Greek Hermes" mentioned by Mrs. Tynan, forms the frontispiece of a book which will be treasured by all lovers of sincere and heartfelt poetry, as the last utterance of a rare and beautiful spirit.

Crackers are greatly in demand for the festivities of the present season, which have received such unexpected stimulus from the sudden conclusion of the war. In fact, those famous purveyors of these mirthful and innocuous "munitions," Messrs. Tom Smith and Co., find regretfully that their supply is quite inadequate, in quantity, to meet the public demand caused by the cessation of hostilities and the Christmas rejoicings. Nevertheless, they have provided, for those lucky enough to obtain them, their accustomed assortment of excellent crackers, and other accessories of the festive board, such as flags and surprise stockings, in profuse variety to suit purses of every length. One delightful set of crackers is adorned with realistic rosebuds. Others bound to be popular are the "Britain's Navy," "Tank," and "Searchlights of Love." There are also delightful boxes of Japanese and Dutch crackers, and others specially attractive to the children, such as the "Penguin," "Hats and Caps," and "The Cracker Brigade."

CHESS.

PROBLEM No. 3800.—By Mrs. W. J. Baird.

BLACK.



WHITE.

White to play, and mate in three moves.

Solution of Problem No. 3798.—By G. Stillingfleet Johnson.

WHITE	BLACK
1. Kt to Q 3rd	K takes R
2. Kt to B 5th (ch), and mates next move.	

If Black play, 1. K to B 3rd, 2. R to B 4th (ch); and if 1. Kt P moves, then 2. K to Kt 5th, etc.

CHESS IN AMERICA.

Game played at New York in the Championship Tournament of the Manhattan Chess Club, between Messrs. J. R. Capablanca and F. J. Marshall.

(*Ruy Lopez.*)

WHITE (Mr. C.)	BLACK (Mr. M.)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. B to Kt 5th	P to Q R 3rd
4. B to K 4th	Kt to B 3rd
5. Castles	B to K 2nd
6. R to K sq	P to Q Kt 4th
7. B to Kt 3rd	Castles
8. P to B 3rd	P to Q 4th

This is quite new in the defence to the Ruy Lopez, and White afterwards stated he had never met it before. It bears all the marks of careful preparation, and opens the way for some surprising developments.

9. P takes P	Kt takes P
10. Kt takes P	Kt takes Kt
11. R takes Kt	

It does not immediately appear what advantage Black gains by his sacrifice of a Pawn; but the inventive subtlety of the American master soon discloses itself.

11.	Kt to B 3rd
12. R to K sq	B to Q 3rd
13. P to K R 3rd	Kt to Kt 5th

The counter-attack bursts with characteristic impetuosity. To take the Kt is fatal: for if 14. P takes Kt, Q to R 5th, 15. P to Kt 3rd, K B takes P, 16. P takes B, Q takes P (ch), 17. K to B sq, B takes P, and wins.

14. Q to B 3rd	Q to R 5th
15. P to Q 4th	

It is difficult which to admire most: the energy and audacity of the attack, or the cool, deadly accuracy of the defence. R to K 8th is here a very tempting stroke, but it is brilliantly answered by B to Kt 2nd, 16. R takes K R (ch), R takes R, 17. Q takes Kt, R to K sq, 18. K to B sq, Q to K 2nd, 19. Q to Q sq, Q to K 5th, 20. P to B 3rd, Q to K 4th, and wins.

15.	Kt takes P
16. R to K 2nd	

Again the Kt cannot be taken without disaster.

16.	B to Kt 5th
17. P takes B	B to R 7th (ch)
18. K to B sq	B to Kt 6th
19. R takes Kt	Q to R 8th (ch)
20. K to K 2nd	B takes R

Q takes B is the better move, as it is more restrictive of White's liberty.

21. B to Q 2nd	B to R 5th
22. Q to R 3rd	Q R to K sq (ch)
23. K to Q 3rd	Q to B 8th (ch)
24. K to B 2nd	

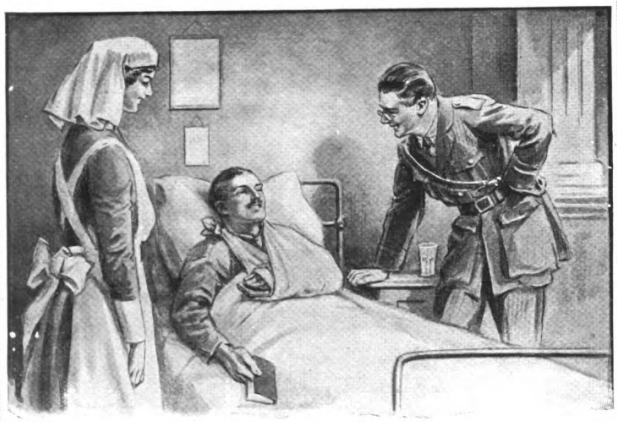
The White King now reaches a safe refuge, and his reserve forces coming into action complete the enemy's discomfiture.

24.	B to B 7th
25. Q to B 3rd	Q to Kt 8th
26. B to Q 5th	P to B 4th
27. P takes P	B takes P
28. P to Q Kt 4th	B to Q 3rd
29. P to R 4th	P to Q R 4th
30. P takes Kt P	P takes P
31. R to R 6th	P takes P
32. Kt takes P	B to Kt 5th
33. P to Kt 6th	B takes Kt
34. B takes B	P to R 3rd
35. P to Kt 7th	R to K 6th
36. B takes P (ch)	

The ending is a worthy pendant to one of the finest games of recent years, magnificently fought on both sides.

36.	R takes B
37. P to Kt 8 (Q) (ch)	K to R 2nd
38. R takes P (ch)	Resigns.

The first General Election in which women have taken a part as voters has come and gone, and all the fears and fancies of the old-fashioned people who anticipated trouble proved uncalled for. The woman-voter exercised her new right with quiet satisfaction, evidently glad, and a little proud, that at long last her sex has been credited with sense enough to take part in the governing of the land they live in.



NURSE: He wants to smoke.
DOCTOR: Well——let it be something that is good and non-irritating to the throat, such as Morris's "Yellow Seal."

This little incident is one that expresses in a few words the peculiar merits of these distinctive Cigarettes. Whether in convalescence or in ordinary health the fastidious and discriminating smoker will be charmed and delighted with their mellow richness and refined flavour.

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No words can ever express the gratitude the world owes to that brave race, who in 1914, when the whole of civilisation was at stake, were the first to hurl themselves fearlessly into the breach, and by so doing lost everything save their soul.

SEND A VICTORY GIFT TO BELGIUM'S STARVING CHILDREN

One of the greatest anxieties throughout these terrible days is the welfare of the young children of Belgium. To keep them from literal starvation the "Working Men's Belgian Fund" were appointed delegates to a children's fund under the presidency of H.S.H. Princess A. de Ligne. This branch sends sick and debilitated children from Belgium to various Hostels established by the Fund, where they are fed, clothed, and medically cared for until restored to health.

To carry on this most necessary work, funds are urgently needed, and all subscriptions and donations will be most gratefully received. Remittances should be addressed to the Hon. Treasurer,

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Mr. Hoult died suddenly soon afterwards, and as it now transpires, before the fund had been transferred. As there was no provision in the will for giving effect to his intention the Mercantile Marine Service Association has not received any portion of the money.

Mr. Boult, the secretary of the Association, states that applications have been received from about 100 apparently eligible and deserving candidates, though under the circumstances the Council of the Association have no fund to disburse.

This must be rectified.

A contribution, however small, from every reader of this paper will enable us to provide for these brave and deserving men. You alone know what your share should be—just send it along with the form below!

..... CONTRIBUTION FORM. ....

To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL (Incorporated by special Act of Parliament).

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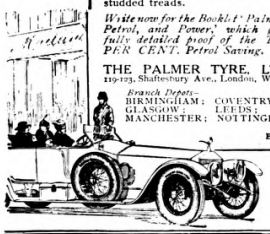
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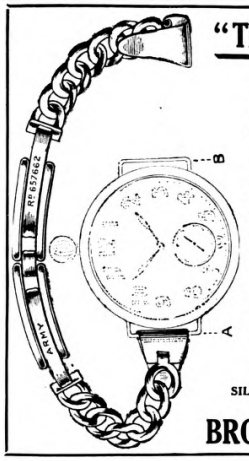
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The Band has a life many times that of the best leather strap.

We do know that this Wristlet is really good, but, to satisfy your own self, why not have it on approval? You have only to give us the width of your watch from A to B in the accompanying illustration, send a strip of paper the *total* circumference of your wrist, enclose the price with postage 6d., and by return will come a Band the proper fit for YOU.

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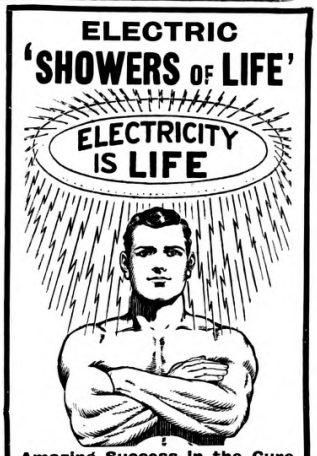
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The nerves and organs of the body only get run down when the supply of fuel is exhausted—in other words, when the electric reserve of vital energy is at a low ebb. This is the reason why the "Ajax" so quickly replenishes and renews health and strength.

You can easily experience this wonderful healing, curative, and strengthening power by simply putting on one of these batteries while you are resting. Then this shower bath of electric atoms streams through into the nerve-centres without the slightest shock, irritation, or prickling of the skin. All you feel is the slow, steady, pulsating action—scarcely more perceptible than the heart-beats themselves—that conveys the current to every nerve, muscle and tissue.

In this way are such troubles as Rheumatism, Gout, Lumbago, and Sciatica abolished for ever. Thus are all forms of nerve weakness, Neuralgia, Chronic Tiredness and Sleeplessness thrust from the system, never to return. So also Indigestion and Dyspepsia, Kidney Trouble, Liver, Bowel and Stomach complaints are cured without the slightest inconvenience, and in the most pleasant manner possible. Just one hour each day, while you are resting, you put on the "Ajax" Battery, which is permanently charged, and enjoy the gradual but sure return of health and strength that once you thought impossible.

Stop Drugging and Taking Useless Medicines.

If once you start this you will find that the habit grows upon you. Get back to Nature, to the greatest gift conferred upon mankind to cure the ailing, and to restore strength to the weak.

More about this fascinating subject you can learn, quite free of all cost, by sending for the wonderful free book describing the "Ajax" and how it cures. Just send your name and address. Or if you call at the British Electric Institute you can learn in a personal consultation, and at the same time test the appliance itself without cost or obligation of any kind. The one point to remember is DO NOT DELAY. Write or call to-day while the address is fresh in your mind.

AJAX LTD.

BRITISH ELECTRIC INSTITUTE
(Dept. 163), 25, Holborn Viaduct, London, E.C.1



Sir Lordly Loaf.

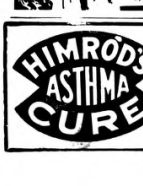
Some Calders Yeast will quickly raise
A loaf that seems like pre-war days.

Calders Yeast

CALDERS YEAST CO., LTD., Newcastle-on-Tyne.

Hindes HAIR TINT

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. The highest medical certificate accompanies each bottle.



2/6 per Bottle.

Of all Chemists, Stores, and Hairdressers, or direct from

Hindes Ltd., Patentees and Manufacturers of Hindes Hair Wavers, 1, Tabernacle Street, City, London.

HIMROD'S ASTHMA CURE

"It Worked Like a Charm"

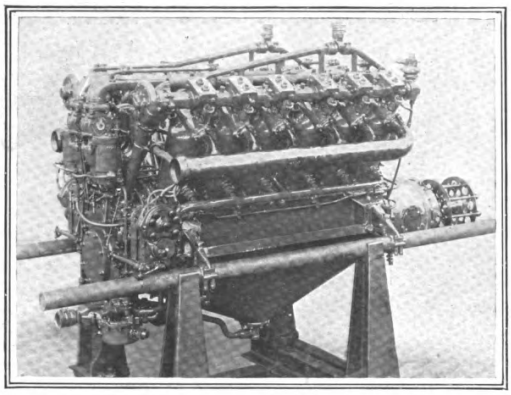
writes a clergyman who had suffered from Asthmatic affection for fifty years.

At all chemists 4/3 a tin.

THE CHRONICLE OF THE CAR.

Post-War Programmes.

The end of the war has, naturally, set everyone hard at work on the preparation of programmes for peace trade. Unfortunately, however, the need for continuing the war effort right up to the striking of the twelfth hour has resulted in all our industries being left with all the work of reorganisation and reconstruction still to do; so that it must, as a matter of course, be some months before peace policies can materialise to any extent. During the past week I have been engaged in a series of visits to some of the principal motor and aircraft factories in which so much has been done during the past four years towards establishing that vast technical superiority which assisted so materially in the victory of the Allies. Among the visits I have paid was one to the Siddeley-Deasy works at Coventry. Early in the war the company was engaged on the production of cars for our own and the Russian Governments, but in December of 1914 the building of an aeroplane factory was begun. At that time the number of hands employed was about 400, but so enormous has been the growth during the past four years that at the signing of the Armistice there were between 5000 and 6000 on the pay-roll, of whom over 1000 were women; while the floor-space occupied is 12½ times that of 1914. For the past three years the company has been concentrated on the production of aeroplanes and aero-engines, and with remarkable results. The total output for the war period of engines and spare parts therefore has amounted to 1,750,000-h.p., which is probably greater than that of any other single firm in the country. In addition, the company has manufactured over 1000 aeroplanes of the "R.E.7" and "R.E.8" type, besides developing designs of its own engineering staff for artillery-observation machines, fighting scouts, and a large bombing machine which can be converted to commercial use later on. So far as concerns the transition from war to peace activity, I understand that the company is quite ready with its plans for getting back to the manufacture of the Siddeley-Deasy car as soon as the Government releases the necessary plant and labour. Necessarily, it will take time to get things running smoothly, and it will be midsummer of next year before any number of cars can be available for delivery—and the company will do very well to get so far forward in the time available.



A WONDERFUL MOTOR ENGINE USED IN THE WAR: THE FALCON.

The Rolls-Royce Falcon engine, of which we give a side-view of the carburetter-end, has been in use in very large numbers in Bristol Fighters during the war. Mechanical failure in the air has been almost unknown in the case of this wonderful motor.

Photograph by Campbell-Gray.

Rolls-Royce in the War.

Another great works I have visited recently is the Rolls-Royce establishment at Derby. It must be nearly ten years since I had the last opportunity of going over this wonderful factory, and I confess I should not have known it again. Almost literally, it has grown from square yards to acres; there has been not so much change as a complete revolution. To me the visit was of more than ordinary interest, because of the close association I had during the war with the Rolls-Royce car, of which I have had something to say in these pages in times past. I must confess, though, to some feeling of disappointment that I found the whole place devoted to the making of aero-engines. True, it was all marvellously interesting; but I know the car so well and the aero-engine so little

[Continued overleaf.



Use Vitafer to supplement your meat ration. It helps you to "carry on" as nothing else can.

SHORTAGE OF MEAT!

Vitafer contains five times as much protein as Meat. Its tonic properties also keep you fit and fully nourished in these days of stress and strain.

From a Fleet Surgeon.
"I tried Vitafer myself and have much pleasure in testifying to its efficacy as a Tonic Food. This opinion has been corroborated in all the cases of male patients to whom I have prescribed it."

Do not go on working day after day in an overtired state; it means breakdown. Vitafer taken three times a day will quickly restore your old-time strength & rebuild your nerves.

The amount of nerve making, blood making, and flesh forming food in a tin of Vitafer is wonderful.

Sold by all Chemists in 2/- and 3/- tins; larger sizes 5/6 & 10/- No substitute is as good.
Test-sample can be obtained by mentioning this paper and sending 2d. in stamps to the Sole Manufacturers:
SOUTHALL BROS. & BARCLAY, LTD., Lower Priory, BIRMINGHAM.

Culleton's Heraldic Office

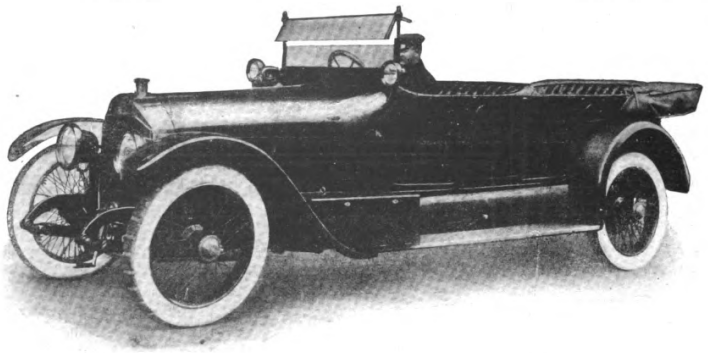
92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS.
Sketches and Designs for all purposes.

NAPIER

THE PROVED BEST. BRITISH BUILT.



NOW that peace is in sight, all the energies of the famous Napier Works will be centred on collating the valuable experience gained during the war period, especially in the manufacture of the NAPIER AERO ENGINE.

The results will be embodied in the post-war

NAPIER
SIX-CYLINDER
MOTOR CARRIAGE.

This has always been known as the PROVED BEST CAR, but the future model will be unique in the embodiment of

Refinement, Power, Silence and Reliability,

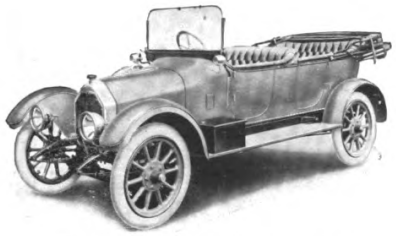
surpassing any previous model produced.

Please send for early particulars.

D. NAPIER & SON, LTD.

WORKS: ACTON, LONDON, W. 3.
14, NEW BURLINGTON STREET, LONDON, W. 1.

MOTORS



The 10 h.p. 2-3 or 4-Seater, complete with C.A.V. Electric Lighting Set and Self-Starter.

Attractive and Practical

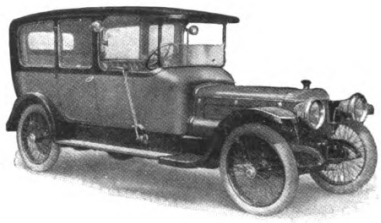
ITS beauty of design and splendid finish justify the appellation—the Handsome HUMBER.

After-war models will sustain its reputation. Every feature which secured for the HUMBER its position in the motoring world will be retained, plus the experience gained through our war-time work.

The desire for Speed, Easy Control, Comfort and Economy—the practical points—will be realised to the utmost, and justify the selection of a HUMBER as your choice for after-war use.

Humber

HUMBER LIMITED, COVENTRY.



Lasting Qualities

THE Daimler is pre-eminent among motor carriages for its lasting qualities. Apart from the scientific selection of the finest materials and micrometrical accuracy in workmanship, the Daimler embodies in its wonderful sleeve-valve engine principles which have enabled it to establish records which have never been challenged. Power, silence, flexibility and reliability are inherent in the Daimler, and after long years of service these qualities are unimpaired.

The delight of anticipation will be yours from the time you decide on the Daimler as your after-war car.

Daimler

The Daimler Company, Ltd., Coventry

SCOTLAND'S CAR FOR THE OWNER-DRIVER.

THE

Arrol-Johnston

"VICTORY" CAR

Engineering Workmanship.
Electric Lighting and Starting.
Adjustments without dismantling.
No more Grease-Cups.
No more crawling, stooping, perspiring, and staining of hands and clothes.

Write about it right now.

Telegrams—"MOCAR, DUMFRIES."
Telephone 281 DUMFRIES.

Arrol-Johnston LTD.
DUMFRIES.

Overland

SATISFACTION.

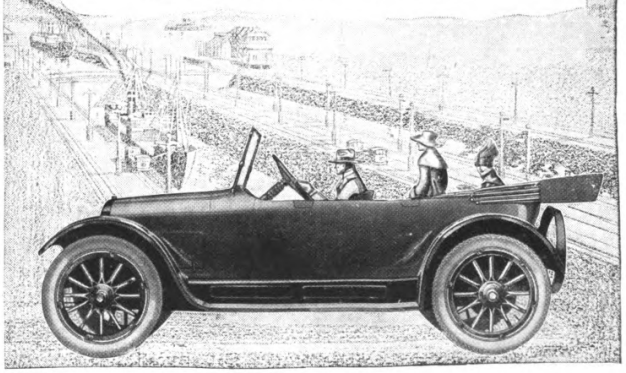
Thousands of motorists are finding that an Overland gives supreme satisfaction. It is light, yet it rides well. It is economical in upkeep, easy to operate, the finish is distinctive, its equipment complete, its parts are readily accessible, and its price astonishingly low because of its vast production.

The dealer selling Overland motor-cars is assured of adequate spare parts, satisfactory service, and whole-hearted co-operation. And, most important of all, he is assured satisfied customers. For the Overland does satisfy.

See the Overland dealer in your town for after-war delivery.

Willys-Overland, Ltd
151-153 Great Portland Street London W.

Telephone—Mayfair, 6700. Telegrams—"Willovelon, London."



(Continued.)

that I seemed to miss an old friend from its one-time familiar surroundings. Still, as even Rolls-Royce have learnt many valuable lessons during the war, and as the results of those lessons will of a surety assist in the making of the best better still, it is interesting to record some of the more outstanding facts in connection with the war work of Rolls-Royce. Starting at the outbreak of the war with a staff of 1800, reduced by enlistments to 1350, at the end of hostilities the firm's employees numbered 8050. At first the company built armoured cars for the Admiralty—and the record of those cars has been simply wonderful, as I have good reason to know. Later, the production of aero-engines was undertaken, and the record of the Rolls-Royce engines has been equal to that of their cars, which is saying a good deal. The "Eagle" was the first, which in 1916 was a motor of 266-h.p. Keeping to the same dimensions, progressive improvement in detail enabled the company to secure a power output of 300-h.p. last February. A later type, the "Hawk," designed to be fitted into training machines, developed 91-h.p. in 916, and, again on the same dimensions, 105-h.p. a couple of months ago. Another engine, the "Falcon," which has been mainly used in the Bristol Fighters, gave a power output in 1916 of 205-h.p., which has been increased so that now 285-h.p. is the figure. There is still another Rolls-Royce engine in the making, the "Condor," which is a monster of 600-h.p., whose intimate acquaintance the Germans would have made had the war lasted but a few days longer. All this progress towards the higher efficiency of the internal-combustion motor cannot but have its reflex on the car when circumstances again permit of the Rolls-Royce factories being devoted to that side of the business.

A Motor-Cycle Development.

I understand that the famous Sopwith firm is going into the business of building motor-cycles, and is coming along with something quite wonderful in the way of machines. The engine is to be an "A B C" of 3-h.p., weighing but 14 lb.; while the complete machine, with four-speed gear-box, will be about 120 lb. As to what price it is intended to market this machine at, I do not know at the moment.

W. W.

The "Belgian Children's Fund" has appealed to the sympathy of all interested in the welfare of children throughout the war, and it may be pointed out that the need of the Fund and its benevolent work will not cease with the coming of peace. The Allied cause owes a deep debt to Belgium, and many of our returned prisoners of war owe their lives to her people. It is the wise intention of the "Belgian Children's Fund" to establish hostels in Belgium to continue their good work on behalf of the child population of that country. Sick and starving children have been taken by this Fund from Belgium into Holland, where they have been restored to health before being returned to their parents; £80,000 have been spent on this good work during the past two years, and an urgent appeal for further help is now being made. The Hon. Secretary is Mr. C. Graddon, 32, Grosvenor Place, S.W. 1.

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PLAYER'S
NAVY CUT TOBACCO AND CIGARETTES.

THE MANUFACTURERS REGRET THAT UNDER PRESENT CONDITIONS IT IS IMPOSSIBLE FOR THE OUTPUT TO CORRESPOND WITH THE GREATLY INCREASED DEMAND.

Terms and particulars with regard to this Tobacco and these Cigarettes at Duty Free Rates when required for gratuitous distribution to wounded Soldiers and Sailors in Hospital may be obtained from

JOHN PLAYER & SONS, NOTTINGHAM.

BRANCH OF THE IMPERIAL TOBACCO CO. (OF GREAT BRITAIN & IRELAND), LIMITED.

Not merely because they are nice, but mainly because they are nourishing, you should eat plenty of sweets and chocolates.

But they must be good; they *should* be Pascall's—the purest and best of their kind.

Pascall Confectionery

SWEETS AND CHOCOLATES

There are still not enough to go round, but get your share—from good-class Confectioners everywhere.

JAMES PASCALL, LTD., LONDON, S.E.



The FRENCH Natural Mineral Water.

VICHY-CÉLESTINS



for disorders of the LIVER: GOUT, GRAVEL, DIABETES, RHEUMATISM and all ailments arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Bangor Wharf, Belvedere Road, London, S.E.: and at Liverpool and Bristol.

PANAMA PEARL NECKLETS from 3 Gns.



Most Wonderful Reproduction. IMITATION IN PERFECTION. PERFECTION IN IMITATION.

Old Gold, Jewellery, Bric-à-Brac, Bought or Exchanged.

MACMICHAEL, 48, South Audley Street, Grosvenor Square, London, W.1.

Howards' ASPIRIN Tablets

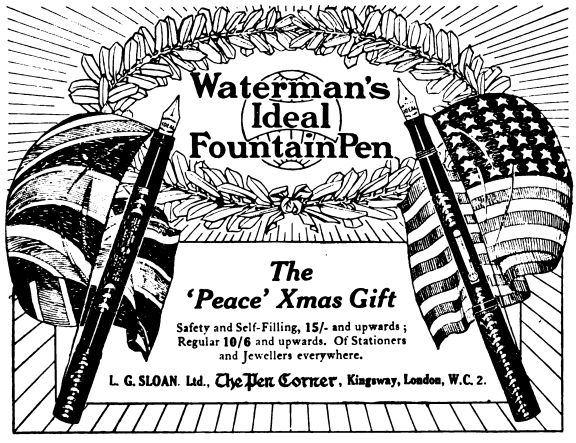
A Leading Doctor states the difference between Howards and other brands is *Simply Marvellous*

Howards & Sons, Ltd. (Established 1797) Ilford, are the well known makers of Quinine, Bicarbonate of Soda, Epsom Salts, etc

ALTHO THE BEST-IT COSTS NO MORE

Yardley's Eau de Cologne

OF ALL CHEMISTS & PERFS. 8 NEW BOND ST LONDON



The 'Peace' Xmas Gift

Safety and Self-Filling, 15/- and upwards; Regular 10/6 and upwards. Of Stationers and Jewellers everywhere.

L. G. SLOAN, Ltd., The Pen Corner, Kingsway, London, W.C. 2.

LLOYD'S IN TUBES, 1s. 6d. & 3s. each

THE ORIGINAL EUXESIS

FOR EASY SHAVING.

WITHOUT THE USE OF SOAP WATER OR BRUSH.

Put a Tube in your Kit Bag

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory *From all Chemists, Hairdressers, etc.*

Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

For cleaning Silver, Electro Plate &c

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Sold everywhere 6d 1/ 2/6 & 4/6.

J. Goddard & Sons, Station Street, Leicester.

A Novel and Wonderful NATURAL MEDICINE

FOR RESTORING THE NATION'S HEALTH



THE real effects of the last four years of War strain on our bodily health are now being realised. The reaction finds the physical resistance of the people at a low ebb, with the result that sickness and disease are ravaging the land.

The unusual conditions have given rise to a variety of ailments, and they have also brought into prominence the wonderful suitability of a certain family medicine because of the latter's swiftness in repairing the evil effects of prolonged strain and under-feeding.

This medicine is the well-known Ker-nak, a highly concentrated pill prescribed for present-day conditions of living, and combining rare tonic qualities with a splendid soothing and gentle corrective action on the stomach and bowels.

Ker-nak has been resorted to for some time by a select class of patrons who have always taken the stand that their whole outlook and prospects in life are regulated by their bodily health.

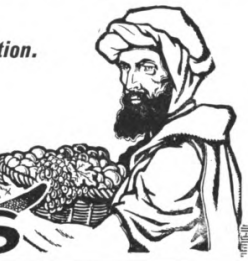
Ker-nak is unique as regards both its origin and its soothing, beneficial action. Each dose brings unmistakable improvement in the bodily health.

Aided by Ker-nak, the stomach, liver and bowels give up their habit of getting out of order and there is brought instead a buoyant health never before experienced.

Not only are the organs of digestion and nutrition thoroughly toned up and invigorated by the use of Ker-nak, but disease is neutralised and a new lease of strength and healthy vitality is secured to the sickly man, woman or child.

The Family's Favourite Prescription.

Ker-nak PILLS



MINERAL DRUGS SUPERSEDED.

Test this unique Remedy to-day. It is because Ker-nak reaches further than mineral pills and aims at correcting the disease-tendencies or bad habits of certain organs, that Ker-nak proves the safest and most reliable remedy in cases of Constipation, Piles, Indigestion, Wind, Biliousness, Headache, Dizziness, Debility, Liver Chill, Anæmia, Nausea, Bad Breath, Sallowness, Blood Impurities, Loss of Appetite, Pains in the Back, Aching Hips, Influenza and its after-effects, and the many ailments that come with the Cold Weather.

Sold by all Chemists and Drug Stores at 1s. 3d. or 3s. a box, or obtainable at same prices by post from The Ker-nak Natural Remedy Ltd., Jowett Lane, Leeds.



DRYAD METAL WORK

Hand-beaten Bronze Bowl for Flowers, Fruit, or Nuts 9 in. dia. With Wire Net for Flowers, £1 1 0 Carriage paid. Other designs on application. Dryad Works, 17 Dept., Leicester

MAZDA

Drawn Wire.



Mazda on the lamp means Economy in the meter

ELECTRIC LAMPS

Obtainable from all Electrical Contractors, Ironmongers and Stores.

THE BRITISH THOMSON-HOUSTON CO., Ltd., Mazda House, 77, Upper Thames St., London, E.C.

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Aldemint Antiseptic Throat Tablets (Comp.: *Lactose & Formaldehyde*) are an effectual protection against the germs of Influenza, Pneumonia, and all Laryngeal ailments.

Aldemint Regd.

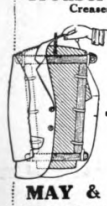
is sold in bottles containing 50 tablets, 2/- of all Chemists. *Direction:* Allow one tablet to slowly dissolve in the mouth at intervals

SOUTHALL BR. T. ERS & BARCLAY, Ltd., *Manufacturers of "Vitafer."*
Lower Priory, BIRMINGHAM

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Trouser Press ever made

Creases & Stretches Perfectly.



Weighs 20 ozs. Packs into corner of kit-bag. Saves its cost over and over.

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"ALPHA" (pat.), No. 1 Portable Press ... 7/- Post Free U.K.

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Make Charming Xmas Gifts. Unique Designs, Always acceptable.

For Illustrated Price List of wordings by TAGORE, STEVENSON, WILCOX, OMAR, &c. Apply ALAN TABOR, 6, St. Ann's Arcade, Manchester. *List No. 8.*

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The SUPER BRAND **Spinet** MIXTURE AND CIGARETTES



BAILEY'S "CALIBAN" RAM.

Raises water from streams to any height.

Costs nothing to work it.

All kinds of **PUMPS** in stock for all purposes.

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MOTHERSILL'S SEASICK REMEDY

All Chemists, 2/6 & 5/-

MOTHERSILL REMEDY CO., LTD. 19, ST. BRIDE STREET, LONDON, E.C. 4.

SOLDIERS, SAILORS, AIRMEN, NURSES, TRAVEL IN COMFORT.

The only proved Remedy for

SEA AND TRAIN SICKNESS is MOTHERSILL'S SEASICK REMEDY.

Guaranteed to Prevent and Cure or Money Refunded

"De Reszke" AMERICAN CIGARETTES

"De Reszke" *American* Cigarettes have won the whole-hearted admiration of many notable men and women. The following* is a representative selection of the many opinions given:—

Robert Radford, Esq. (Principal Basso, Beecham Opera Company) writes:—"I find the 'De Reszke' *American* Cigarettes easily the finest on the market. They have never harmed my throat."

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* *Other opinions in other "De Reszke" advertisements*

Sold at all Military Canteens at Home and Overseas, also Tobacconists and Stores.



"De Reszke Space-Savers

Foster Clark's

Best Substitute for Meat

2d Soups

TOBACCO BLOOM VIRGINIA CIGARETTES

Supplied in 20's - 50's - and 100's.

J. RUTTER & Co. MITCHAM

A Creator of Brain Power

THE delicate cells and tissues of the brain are amongst the hardest workers in the whole body. With them we think consciously and unconsciously; they direct every word and action.

Breakdown or lack of development in the brain brings disastrous results, and the powers of the tiny cells can be easily overstrained. To prevent these results there must be a constant, steady supply of the right food to the brain so that the cells may be maintained in health, and multiply, bringing greater power.



Phosphorus in certain forms is essentially a brain food, entering as it does into the actual composition of the brain cells. In 'BYNOGEN' that phosphorus is present in its correct form. 'BYNOGEN' is, therefore, not only a great body-builder, it is a creator of brain power. 'BYNOGEN' is specially recommended for use in Nervous Exhaustion, Nervous Dyspepsia, Insomnia, Wasting Diseases, all enfeebled conditions, and in Convalescence after Illness.

What 'BYNOGEN' is and How to Take it

'BYNOGEN' is a combination of pure milk-protein, the glycerophosphates of soda, lime and magnesia, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

'BYNOGEN' is in the form of a pale yellowish powder, which mixes very readily with water and other fluids. It has an extremely agreeable flavour, and may be eaten dry, or sprinkled on articles of solid food, such as bread and butter, toast, puddings, porridge, etc. 'BYNOGEN' does not cause constipation, and keeps thoroughly well.

Trade 'Bynogen' Mark

BRINGS HEALTH

Sold by all Chemists at 1/9, 3/-, 5/- and 9/-

ALLEN & HANBURYS Ltd.
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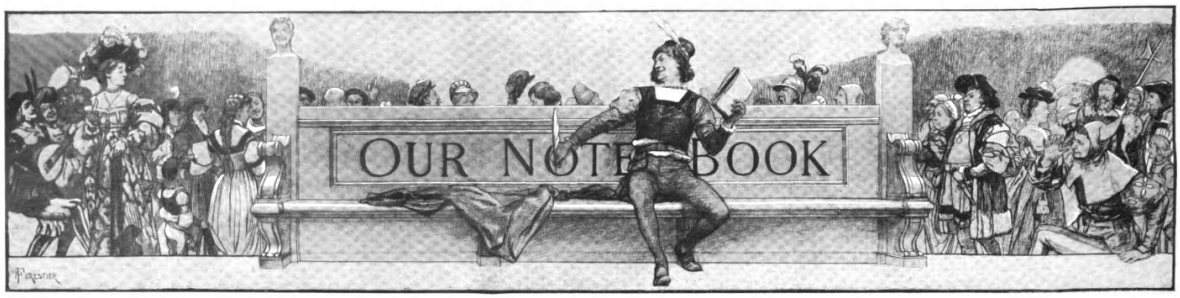
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"BY VICTORY TO PEACE": THE HOMECOMING OF OUR COMMANDER-IN-CHIEF AND HIS GENERALS (1) SIR DOUGLAS HAIG (SALUTING) OUTSIDE CHARING CROSS; (2) QUEEN ALEXANDRA GIVING SIR DOUGLAS A BUTTON-HOLE.

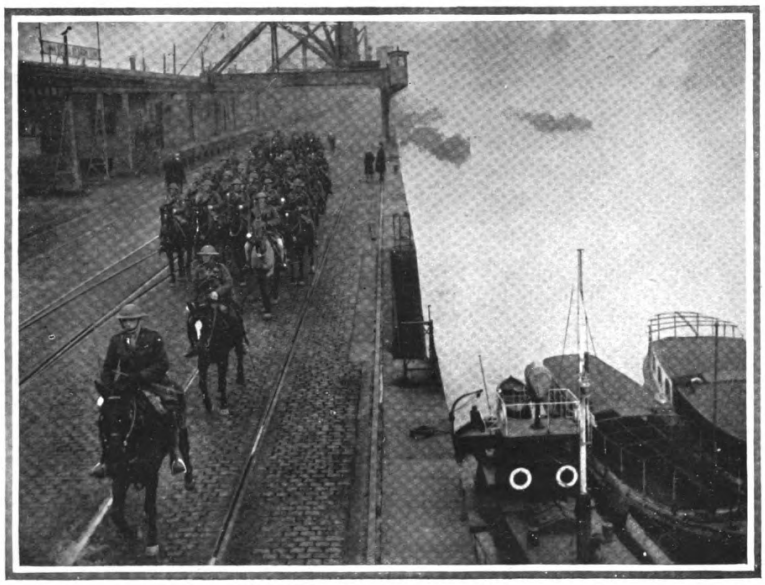
Field-Marshal Sir Douglas Haig and his principal Generals reached London from Dover on December 19. The party included the five Army Commanders: Sir Henry Horne (1st Army), Sir Herbert Plumer (2nd Army), Sir Julian Byng (3rd Army), Sir Henry Rawlinson (4th Army), and Sir William Birdwood (5th Army), with Lieut.-General Sir Herbert Lawrence (Chief of the General Staff), and other officers of the Headquarters Staff. At Charing Cross they were met by the Duke of Connaught (on behalf of the King), the Premier, and a distinguished company, and then drove in five royal carriages to Buckingham Palace to lunch with their Majesties. On the way dense crowds greeted them with tremendous cheering. Outside Marlborough House Sir Douglas Haig's carriage stopped, and Queen Alexandra, with whom were Lady Haig and her two daughters, gave him a button-hole. At Dover, Sir Douglas Haig spoke of his troops as "the wonderful men whose unequalled courage . . . has brought us at length by victory to peace."



By G. K. CHESTERTON.

WITH the approach of Christmas we are at last able to celebrate, if not in a literal sense the conclusion of peace, at least in another sense the conclusion of war. Those who understand Christmas best will not find a mere incongruity between the great Christian feast and the crusade which it terminates; but even those to whom peace of any kind is a relief may rightly be allowed that relief. And even those to whom Christmas can hardly be an occasion for merry-making, will assuredly find it an occasion for thanksgiving. Of the deepest grounds of such gratitude it would not be appropriate to write here; but I have noticed that modern reverence often permits the consideration of irreligion where it forbids that of religion. And in some of the negations with which we have been at war, there are still some curious lessons at this season.

The fight of the last four years might be called, among other things, a fight between Christmas and Yule. I do not mean that I wish to divide that historic house against itself, or turn the issue into a duel between a Christian Santa Claus and a heathen Father Christmas. My taste for the fantastic does not go so far as to make the whole festival a battle of holly and mistletoe, in the style of a battle of flowers; or a siege of the home in which the Yule log can be used as a battering-ram, or the Christmas crackers as a form of fairy artillery. Christmas may at least be left at peace with itself, if it cannot be at peace with all men; or rather, if all men will not include it in their peace. One of the first reforms of Lenin and Trotsky was, I believe, to abolish Christmas. It is not the only point on which the prejudices of the most emancipated Progressives are an exact copy of the prejudices of the most antiquated Puritans.



BRITISH TROOPS RESTORING ORDER IN COLOGNE: A DETACHMENT OF THE 18TH HUSSARS PATROLLING THE BANKS OF THE RHINE.

Owing to the riots and bloodshed that had occurred in Cologne, a detachment of the 18th Hussars was sent ahead on December 6, before the scheduled time, to patrol the city and restore order.—[*British Official Photograph.*]

But I fancy that Christmas will manage to survive Trotsky at least as long as it has survived Cromwell. Nevertheless, it is true, as I have suggested, that the recent crusade corresponded to a very real difference between the Christian and pagan potentialities of such an institution. As it stands, an idea like that of Christmas is an indivisible unity; but it would in due time have been divided. Its barbarian elements would have destroyed its civilised domestication, or rather, dedication. Christmas would have relapsed into Yule; and the living and branching Christmas-tree would, indeed, have been left as a log.

Nobody with any Christian commonsense ever dreamed of denying that Christmas contains many elements of heathenism. It is but another way of saying that it contains many elements of humanity. Nevertheless, a very vital distinction arises between the time when Christendom tried to civilise Germany and the more recent time when Germany tried to barbarise Christendom. The nature of the combination depends on the nature of the selection; and, therefore, on the authority that selects. It is not a bad thing, but a good thing, that civilisation should borrow from the wild fancies of the Northern forests, so long as it is really civilisation that borrows. But such good things from Germany are like other goods from Germany; they should be demanded, but not dumped. And there has been no duller impudence than the dumping of the pedantry of Prussia upon the piety of Europe. The modern Teutons were always trying to include a faith in a system of folk-lore; instead of trying, like their far more philosophic fathers, to include folk-lore in a system of faith. They stretched the myth to cover many religions; instead of allowing one religion to cover many myths. It is in this relation that it is well for us to realise where we stand to-day.

We stand very much where the men of the later Roman Empire and the early Middle Ages stood, when they saw before them the vast problem of the cultivation and conversion of the German tribes. It is in this matter that the relations, as they existed before the war, must be most drastically and decisively reversed. Christmas and other Christian institutions are examples of something that must develop in our direction and not in theirs. The principle must be that of the first missionaries in Germany; that Christianity must decide how much of heathenism may be retained. It must emphatically not be the principle of the latest professors in Germany; that heathenism must decide how much of Christianity may be retained.

For on the whole the old religious selection was a good selection and the new irreligious selection was a very bad one. Some of us may well prefer the old paganism to the new paganism; some of us would, in any case, prefer a more or less masculine mythology to an emasculated religion. But suppose the first Christian preachers found, let us say, that the Teutonic tribes at Yule varied their human sociability with a little human sacrifice: we shall hardly, on a large historic retrospect, blame the Christians for deciding to dispense with this formality. But if we turn to the more modern reformers of Yule, we shall find that what they wish to dispense with is not so much human sacrifice as human nature. The prigs of the progressive schools would sweep away not so much the unkind as the kind elements of a festivity, not the fighting but the feasting. They would debar the poor Teutonic thane not so much from blood as from ale; not so much from the fires of burning homesteads as from the fireside fairy-tales of the home. It was this extraordinary compound of frigidity and ferocity, of scientific prudence and savage lawlessness, that the modern intellect, mostly made in Germany, produced as the proper compromise between the old and new. And the selection is seen to be every bit as bad when we turn from the harmless humours of the old religious festivals to their higher and more moving religious meaning. This is no place for anything more than a suggestion of this mystical case against modernism; but it will be at once apparent that here also the Prussian professor and his foreign pupils removed what was important because it was insignificant. It is obvious that what they removed from Christmas was simply Christ. The reformers of Yule may have rejected the human sacrifice; the reformers of Christmas rejected the sacrifice for humanity.

It need hardly be added that on this ground, as on so many others, our policy should point as directly as possible towards the separation of Southern Germany, and especially Bavaria, from the barren cynicism of Prussia. South Germany, for all its enslavement, kept many of the humane traditions which North Germany tried to kill with sneers and speculations. It is altogether to the advantage of Christendom to support the Germany which talked about the Christmas-tree against the Germany that talked about the Christus Mythus. It seems to me a somewhat secondary matter whether philosophies are labelled with one long word or another. It matters little, in the living matter of the mood, whether they profess a Prussian State militarism or a Prussian State Socialism; both of which involve putting the State upon the throne of God.

BRITISH MACHINE-GUNS IN COLOGNE: AN ADVANCE GUARD.

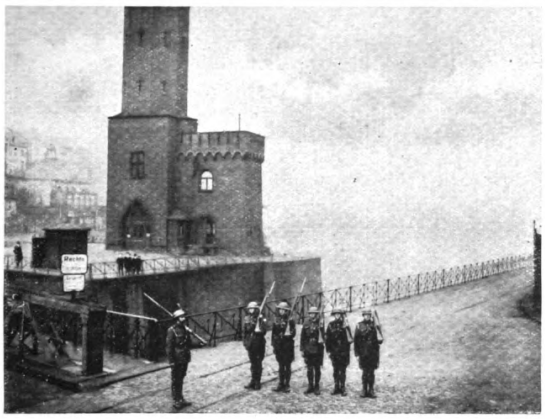
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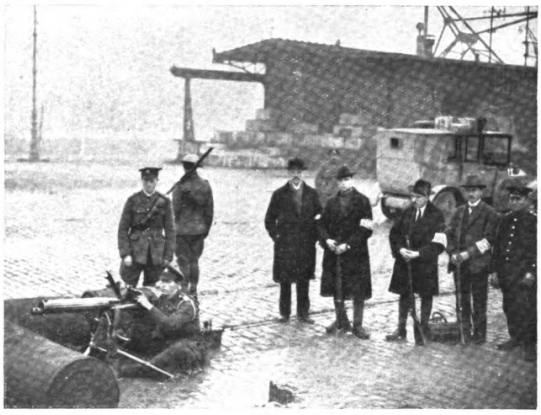
WITH ONE OF OUR ARMOURED CARS ON THE BRIDGE: THE G.O.C., CAVALRY, INSPECTING HIS GUARD OF 18TH HUSSARS, AT COLOGNE.



PART OF THE BRITISH DETACHMENT SENT AHEAD TO RESTORE ORDER IN COLOGNE: ONE OF OUR MACHINE-GUNNERS ON A RHINE BRIDGE.



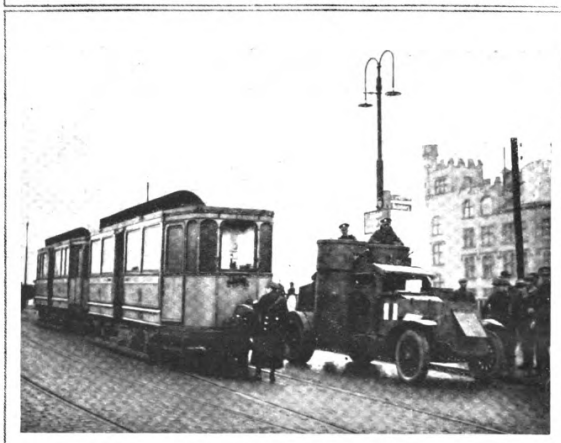
SOME OF THE FIRST BRITISH TROOPS TO REACH THE RHINE: A GUARD OF 18TH HUSSARS AT THE ENTRANCE TO COLOGNE DOCKS.



SUPPORTED BY ARMED GERMAN SPECIAL CONSTABLES: A BRITISH MACHINE-GUNNER IN COLOGNE DOCKS: CLEANING HIS GUN.



SHOWING COLOGNE CATHEDRAL ON THE WEST BANK: BRITISH MACHINE-GUNNERS GUARDING AN EASTERN APPROACH TO THE CITY.



PASSING A TRAM AND TWO GERMAN "CONDUCTRESSES": A BRITISH ARMOURED CAR AT AN EASTERN APPROACH TO COLOGNE.

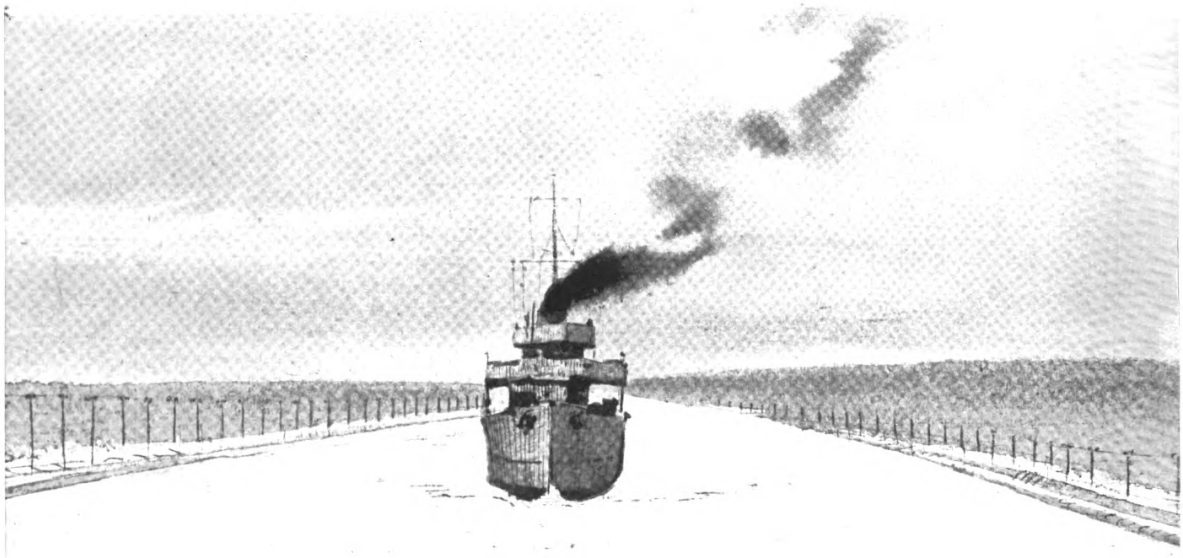
The first British troops to reach the Rhine were men of the 18th Hussars and some machine-gunners who reached Cologne at noon on December 6. In a message from that city, Mr. H. W. Nevinson says: "As I write this morning, a British contingent entered. It consisted of cavalry and machine-guns, and, I believe, was specially invited to enter early by the Ober-Burgermeister. At all events, he tells me, he is very glad they have come and is grateful to the officer in command for his consideration and tact. He told me that the worst disturbances had been due to the returning (German) troops, especially those employed behind the lines. Their fighting troops from the front had always behaved well. . . . There was some fighting in the streets, but not many people had been killed. . . . He himself, like most officials, appeared to be more alarmed at revolutionary Bolshevism than at the presence of the 'enemy' as represented by the British troops. . . . He has obtained the concession that his large body of town guards, or special constables, should be allowed to carry rifles. They are distinguished by a white brassard, but otherwise wear ordinary dress." These men are mostly recruited amongst old German soldiers.

BRITISH WAR-SHIPS IN THE KIEL CANAL: THE ALLIED NAVA

From Sketches



GERMANY'S GREAT ARTIFICIAL WATERWAY CONSTRUCTED TO EFFECT "THE STRATEGIC UNION OF THE NORTH SEA AND

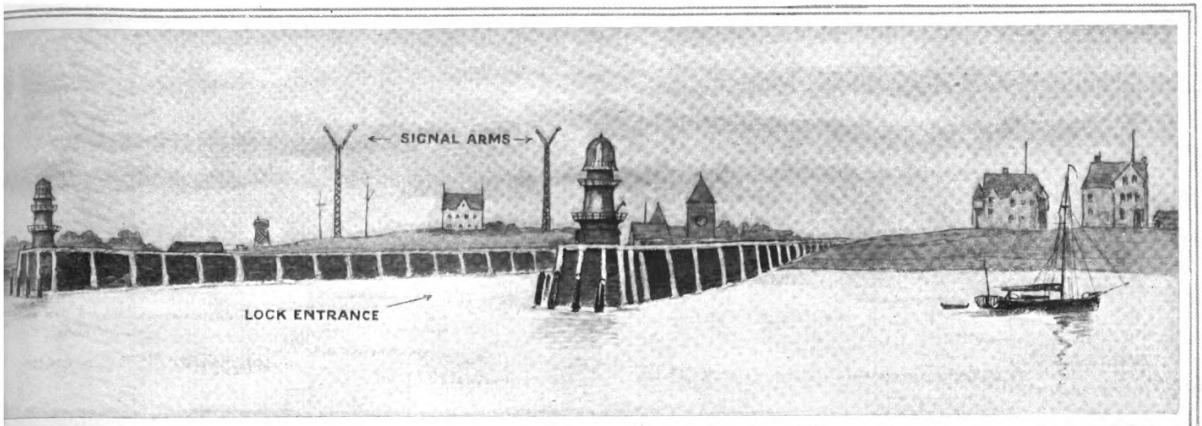


THE FIRST BRITISH DESTROYER TO PASS THROUGH THE KIEL CANAL: H.M.S. "VICEROY" STEAMING ASTERN OF THE BATTLE-SHIP "HERCULES."

By Clause XXV. of the Armistice terms the Allies stipulated that "freedom of access to and from the Baltic be given to the Naval and Mercantile Marines of the Allied and Associated Powers." In order to see that the naval terms of the Armistice were duly carried out by the enemy, including the dismantling of the unsurrendered portion of the German Fleet, an Allied Naval Commission was appointed, with Vice-Admiral Sir Montague Edward Browning as its president. On December 12 a Reuter message from Copenhagen stated: "H.M.S. 'Hercules,' with the Allied Naval Commission on board, accompanied by two destroyers, arrived in Kiel Harbour last night." It has since been reported that Admiral Browning arranged to leave Kiel with his squadron on December 18 to spend Christmas in England. One of our drawings shows the "Hercules"—the first British Dreadnought to pass through the Kiel Canal, steaming

OMMISSION ENFORCING TERMS OF THE ARMISTICE.

Eye-Witness.



TIC": THE BRUNSBÜTTEL (WESTERN) ENTRANCE TO THE KIEL CANAL, THROUGH WHICH BRITISH WAR-SHIPS HAVE PASSED.

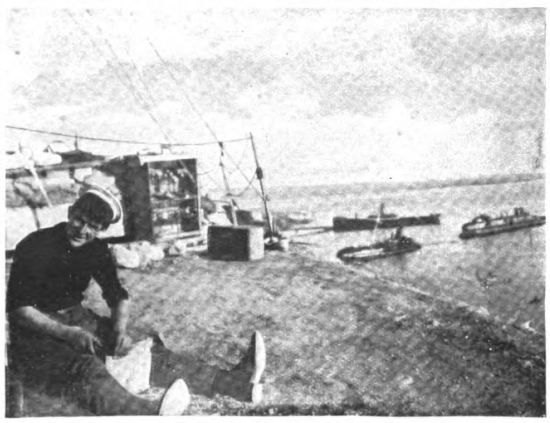


WITH ADMIRAL BROWNING AND THE ALLIED NAVAL COMMISSION ON BOARD: H.M.S. "HERCULES" PASSING UNDER THE GRÜNENTHAL BRIDGE, ON WHICH THE RED FLAG WAS HOISTED.

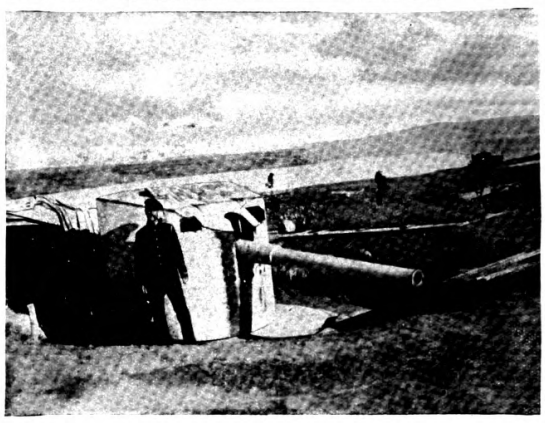
neath the Grunenthal Bridge, on which the red flag of revolution was hoisted. The "Hercules" was followed, at a distance of about a quarter of a mile, by the destroyers "Viceroy" nd "Verdun." The weather at the time was misty and rainy. It is interesting to recall that the last visit of British war-ships to Kiel was paid a few weeks before the war began, by squadron under Sir George Warrender, who arrived there on June 23, 1914. The occasion was the Kaiser's visit on the completion of the work of widening and deepening the Kiel Canal, hich was described as constituting "the strategic union of the North Sea and the Baltic"—an event that had its bearing on the war. Before the British ships left Kiel, the news arrived of he assassination of the Archduke Franz Ferdinand and his wife.—[*Drawing Copyrighted in the United States and Canada.*]

GALLIPOLI IN BRITISH HANDS: "THE STRATEGIC KEY OF THE WORLD."

Photographs by Alfieri.



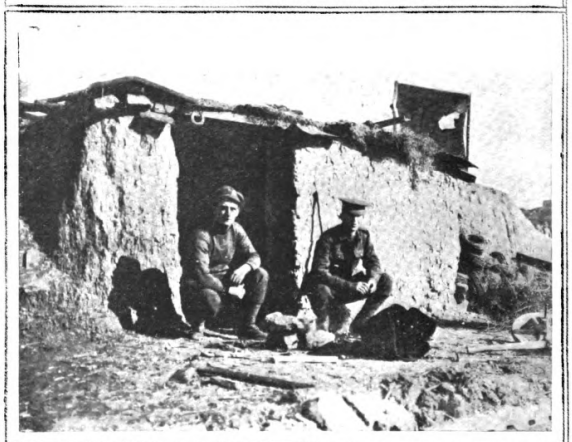
THE SECOND (AND UNOPPOSED) BRITISH LANDING ON GALLIPOLI: OUR SEAWARD WATCH OVER THE DARDANELLES.



INTENDED TO RESIST A SECOND BRITISH LANDING: A GUN IN ONE OF THE TURKISH BATTERIES ON GALLIPOLI.



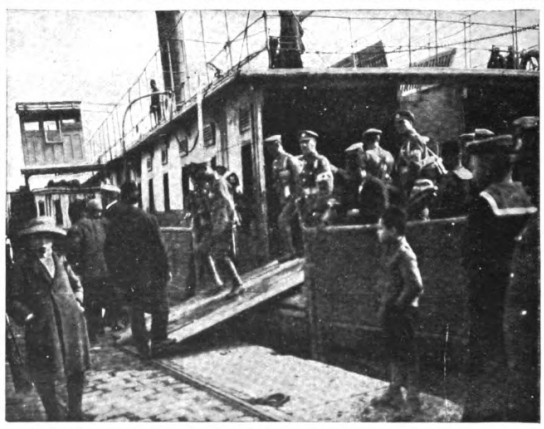
BRITISH GUNNERS OF THE R.M.A. AT THE DARDANELLES: VIEWING A TURKISH MONUMENT OF OLD CANNON-BALLS.



ON THE DESERTED BATTLE-GROUNDS OF 1915: BRITISH SOLDIERS OUTSIDE A TURKISH DUG-OUT ON GALLIPOLI.



BRITISH TROOPS AT CONSTANTINOPLE: A DETACHMENT JUST COME ASHORE ON GALATA QUAY.



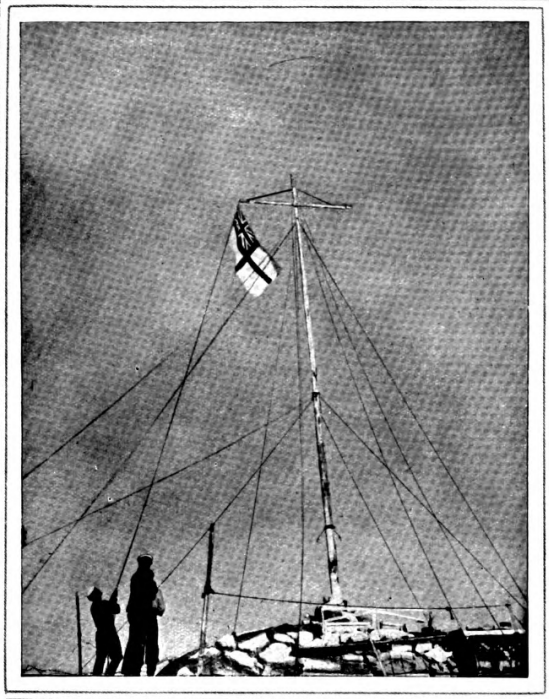
THE LANDING OF BRITISH TROOPS AT CONSTANTINOPLE: MEN PASSING DOWN THE GANGWAY OF A TRANSPORT.

The second and peaceful landing of British troops on the Gallipoli Peninsula, on November 9, was very different from the historic event of 1915. Recalling those days on a recent occasion in London, General Birdwood, of Anzac fame, said: "It was there that the flower of the Turkish Army was well-nigh annihilated." He thought we might take credit, not only for the military destruction we were able to achieve, but for starting the breakdown of the *moral* of the Turkish Empire. Sir Ian Hamilton said on the same occasion: "Think twice before you allow a second evacuation of the peninsula. You have got the strategic key of the world in your hands." Of the recent occupation of Gallipoli by British troops, Mr. H. Collinson Owen writes: "Our men landed on a deserted peninsula, peopled only by British dead and by great memories. They stepped ashore

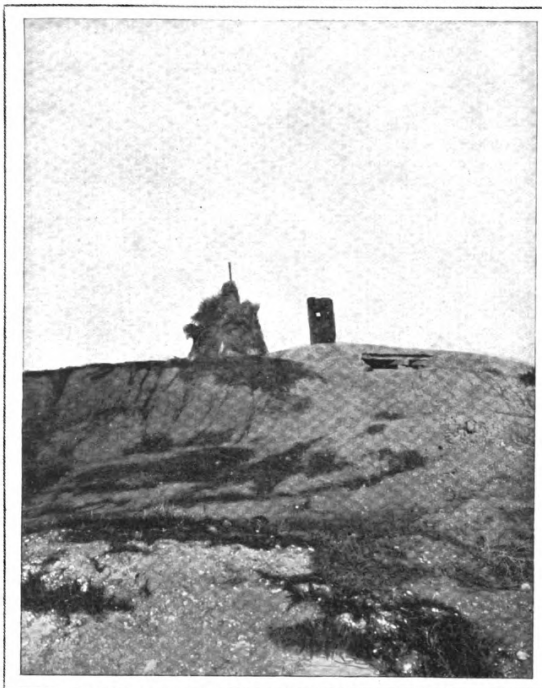
[*Continued opposite.*

BACK AT THE DARDANELLES: CAPE HELLES AND CONSTANTINOPLE.

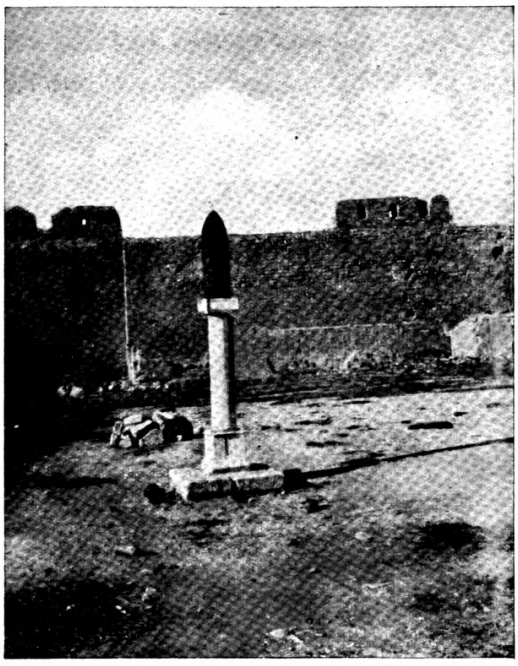
Photographs by Alfieri.



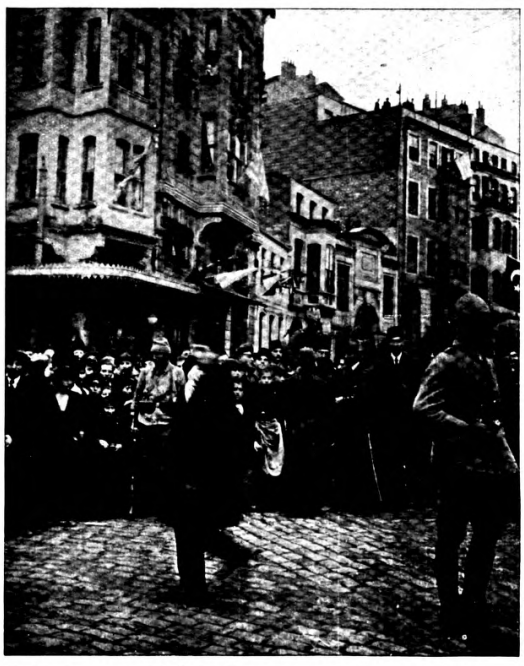
THE BRITISH FLAG AGAIN FLYING ON GALLIPOLI: HOISTING THE WHITE ENSIGN AT CAPE HELLES.



TURKISH PREPARATION FOR A NEW BRITISH ATTACK: A FIRE-BEACON TO BE LIT IN THE EVENT OF A LANDING.



A RELIC OF THE "QUEEN ELIZABETH": ONE OF HER SHELLS (UNEXPLODED) AS A TURKISH MONUMENT AT SEDDUL BAHR.



CONSTANTINOPLE UNDER THE BRITISH OCCUPATION: A CROWD WAITING TO WATCH OUR TROOPS MARCH PAST.

Continued.]

immediately beneath the bows of the 'River Clyde' . . . but there was nothing to oppose the landing this time. On the contrary, at the summit of the steeply rising beach, which we captured at such heavy cost, stood a little group of . . . Turkish artillerymen, waiting to hand over the heavy guns of Cape Helles, which have for long been standing ready in anticipation of a renewed British attack on the Dardanelles. . . . The Turkish troops occupying the Peninsula had been removed some days before. . . . To our right were the remains of the old fort of Seddul Bahr, which the fleet knocked to pieces in the first bombardment. . . . At every battery a small party of Turkish non-coms. and men will be temporarily left to keep the guns clean and in order, and we shall hold the forts until the Allies have decided what is exactly to happen to the Dardanelles."

THE ST. PAUL'S WATCH.

(See Illustrations on Pages 870-871.)

THE St. Paul's Watch was formed early in June 1915, after the first Zeppelin raid on London, and shortly before the raid of Sept. 8. The architect, Mr. Macartney—who is the Surveyor to the Cathedral suggested, in conjunction with Canon Alexander Treasurer to the Chapter—that a Watch should be formed by architects and their assistants, to act as a guard over the building, after the Cathedral workmen had left. Volunteers readily came forward, and seven squads were formed, each under the direction of a skipper, to do duty one night a week.

The first thing the members of the Watch had to learn was the geography of the building, which was not an easy task. Even after many months' acquaintance with the Cathedral, it is very easy to become confused, and to lose your bearings among the many staircases, passages formed in the thickness of the walls, and their innumerable turnings, which are in total darkness, except for the dim light of a lantern with which each man was provided. After a few months had passed, it was found that the Watch could not be effectively maintained by the architectural profession only; so men from many walks in life were enrolled, and the Watch settled down to organise itself into an efficient volunteer fire brigade. One member drew a complete set of plans of the Cathedral at six different levels, in which every staircase, passage, and the position of every hydrant was clearly shown. This was bound in a convenient size, to go into a coat pocket.

It was largely due to Canon Alexander that the Cathedral was furnished with a very complete system of water service at great expense, immediately before the war, and direct telephone communication installed with the L.C.C. Fire Brigade station in Cannon Street—whose duty it is to attend to a "call" from the Cathedral before any other. Instruction was given in "wet drill" on Saturday afternoons at Southwark Headquarters, and a few times on the roof of the Cathedral by one of their inspectors. The Watch placed itself under the direction of Lieut.-Commander Sladen, Chief Odicer, L.F.B., who took a keen interest in its activities. He paid several visits to the men when they were on duty, and deputed an inspector to pay surprise visits, and give practice alarms and instruction. It was not long before this officer was able to pronounce them highly efficient.

Three years and a-half have passed since the St. Paul's Watch was formed, and there are not many left among its original number. Some of them found the long cold winter nights more than their health would stand; many have been called to do military duty, and some have fought their last fight. In all about two hundred and sixty men have done service for the Watch. When it was disbanded, at the cessation of hostilities, there were about sixty men who were doing duty at least once a week. During the last two years the workmen, who are regularly engaged in repair to the fabric, have undertaken the protection of the building for two nights in the week under the direction of the Clerk of Works.

It is an impressive experience, when first you are taken into the complex passages, and cavernous spaces between the lead roof and the top of the saucer domes to the Nave and Choir, and when, with the aid of a lantern, you peer into the dark wells out of which rise the huge massive buttresses which support the dome. The members of the St. Paul's Watch during their duties have become well acquainted with the architecture of the Cathedral, and they have increased their appreciation of the genius of Sir Christopher Wren.

THE FREEDOM OF THE SEAS.

By FIFERAIL.

WHAT shape the discussions on the formula of the freedom of the seas will take at the Peace Conference we do not know, and close analysis is therefore impossible; but, so far as this country is concerned, it is out of the question that we can consent to hand over our birthright of sea-supremacy either to a single Power or to an idealistic League of Nations. In the first place, the question is one of the existence of the British Empire. Without sea-power that Empire cannot continue.

That is one of the capital lessons we have learnt from the late war, and for any British statesman, with that lesson fresh in his mind, to go to the Conference prepared to sign away, or even to discuss the signing away, of our naval supremacy, would stamp him traitor. We want no more Declarations of London.

Now what is it we understand by the "freedom of the seas"? If I may venture to give the answer, I would put it that we want nothing more free than the seas have been since Nelson definitely set the seal on our supremacy at Trafalgar. The seas have been free for all to use on their lawful occasions, and none have been interfered with in that use save the evil-doer. The British Navy has surveyed and charted the seas for the common benefit—every ship that uses the great waters is navigated by British Admiralty charts. We have stamped out piracy in the Mediterranean; the China coast, thanks to the British Navy, is now safe for the peaceful navigator. Piracy in the Malay waters has been suppressed. In the Red Sea and along the whole of the African coasts piracy and the slave trade have disappeared—again as a result of the policing of the waters by the Royal Navy.

Since the close of the Napoleonic wars Britain has held in her hand a weapon which, had she been inclined to use it aggressively, would have enabled her to levy toll on all the maritime nations. Not being aggressive, she has done nothing of the kind; and the nations, until for purposes of her own Germany chose to challenge our might, had learnt to trust us, and to recognise that our Navy is in truth, so far as we ourselves are concerned, a purely defensive weapon, and withal a most useful and efficient international sea-police. And now, at the end of a war which our overwhelming sea-power has won for freedom—and not least for the freedom of the seas we are to discuss whether or not we are to continue to be trusted!

The alternative to British sea-power is, it is suggested, a conglomerate police force of a League of Nations which, on its merits, is a mutually self-destructive ideal in any case, and unworkable. There is another, which is a continuation of the very race of armaments against which we have been warring for more than four years. The first of these alternatives is not practical. The second would be insensate to the last degree. Therefore, the one solution of the question of the freedom of the seas must lie in leaving it exactly as it is, and in continuing the trust which the world has hitherto reposed in the benevolent intentions of Britain. That trust has never been abused, and never will be; but, whatever others think, it is abundantly clear that we cannot—dare not—for the sake of our very existence as an Empire, abate one jot of our naval supremacy.

BAALBEK AND ITS WONDERFUL RUINS.

(See Illustrations on Pages 865–867.)

IN Northern Syria, between the ranges of the Lebanon and Anti-Lebanon, lies the Beka'a, a long fertile valley in which the Orontes rises and flows northward, and the Abana southwards: through this runs the railway which the armies of the Allies followed towards Aleppo. About the middle of the valley on the slope of the Anti-Lebanon is situated Baalbek, a small town whose population is largely Christian, the seat of government of a province of the same name, and a military depôt which surrendered to the Allies. It is a place of great antiquity, associated from early times with the worship of Baal, the name meaning the city of Baal, in the Beka'a. Here the Phœnicians erected a great temple. Later in the Græco-Roman period, the name Baalbek took the Greek form, Heliopolis, the City of the Sun. In the time of Julius Cæsar, it was granted the privileges of a Roman *colonia*; and towards the latter part of the second century the great temples were erected which have made Baalbek famous.

The largest of these, the great Temple of the Sun, or Jupiter Baal, stands on the site of the ancient Temple of Baal. On the western and northern sides is to be seen the wall of the earlier edifice, forming part of the substructure. This is built of colossal stones, three of which, placed in the western wall at a height of 20 ft. from the ground, measure, respectively, 64, 63½, and 62 ft. in length; 13 ft. deep, and about the same in width. They are most beautifully squared and fitted together. These three great stones caused the temple to be known as the trilithon. In the quarry from which they were brought, half a mile away, there is to be seen one still larger. This has been squared on the top and sides, and was in process of being undercut when it was left. The dimensions are 68 ft. long, 13 ft. 8 in. broad, 14 ft. high. The Roman architects seem to have re-used many of the large stones of the earlier work.

From the western end of the court of the great Temple of the Sun, access was obtained to the Temple of Jupiter Baal, or the Sun. This seems never to have been completed; but the six remaining columns give an idea of what its magnificence must have been. These are 75 ft. high, including base and capital; there were originally 54: 17 on each side, and 10 at each end; those standing are on the southern side. The diameter of these columns at the base is 7 ft. 3 in.; at the top, 6 ft. 6 in. Their shafts are formed of three stones only, joined with iron ties. The work, which is Corinthian in design, is exquisite. The columns stood on walls 58 ft. high, and the effect, when complete, must have been overwhelmingly magnificent.

Near by, on a lower level to the south, is the temple of Bacchus, known to writers formerly as the Temple of Jupiter. This was built by Antoninus Pius about the same time as the great temple. It is the better-preserved of the two. The steps and portico are gone, but of the 42 columns of the peristyle, 16 still remain. The height of the columns is 65 ft.; the shafts being 6 ft. 6 in. in diameter at the base, and 5 ft. 8 in. at the top, the entablature rising 12 ft. above this; the ceiling between the columns and cella, 16 ft. across, was formed of great stone slabs beautifully worked with representations of the heads of gods and emperors. A few hundred yards from the great temples there is a small edifice known as the Temple of Venus. The part remaining, which is circular in form and of great beauty of design, would seem to be the sanctuary of the goddess. After the suppression of the heathen worship of Heliopolis, a Christian basilica was built on the site of the great altar of Burnt Sacrifice in the large court of the Temple of Jupiter Baal (the Sun), and the Temple of Venus was used until comparatively recent times as a church dedicated to St. Barbara.

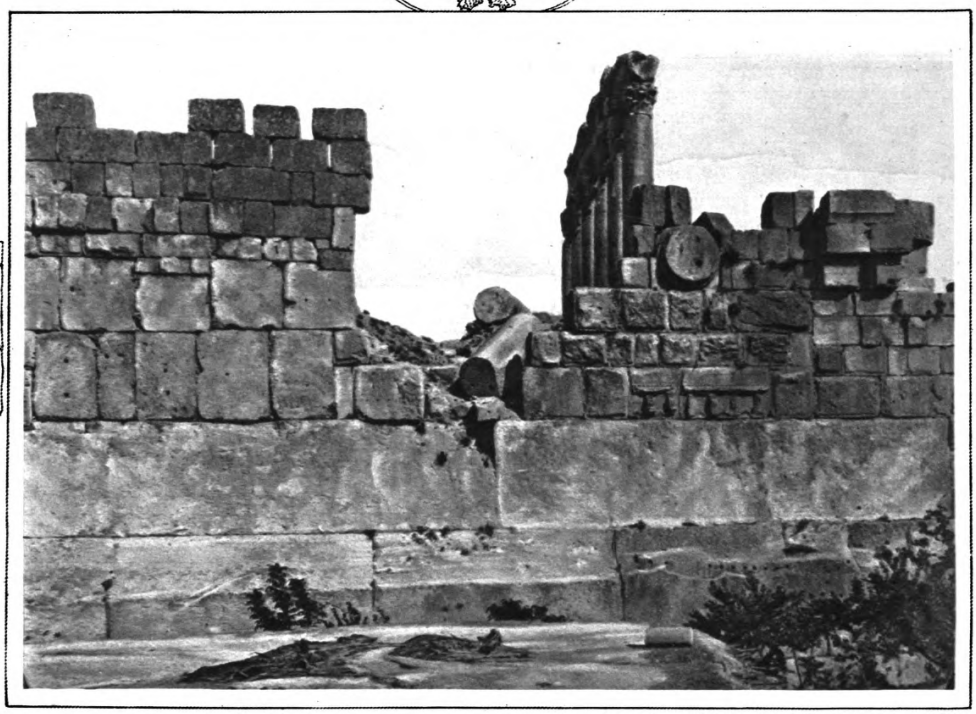
OCCUPIED BY THE BRITISH IN SYRIA: THE FAMOUS RUINS AT BA'ALBEK.



ENTERED BY OUR TROOPS DURING THE ADVANCE IN SYRIA: BAALBEK—A RUINED MOSQUE.



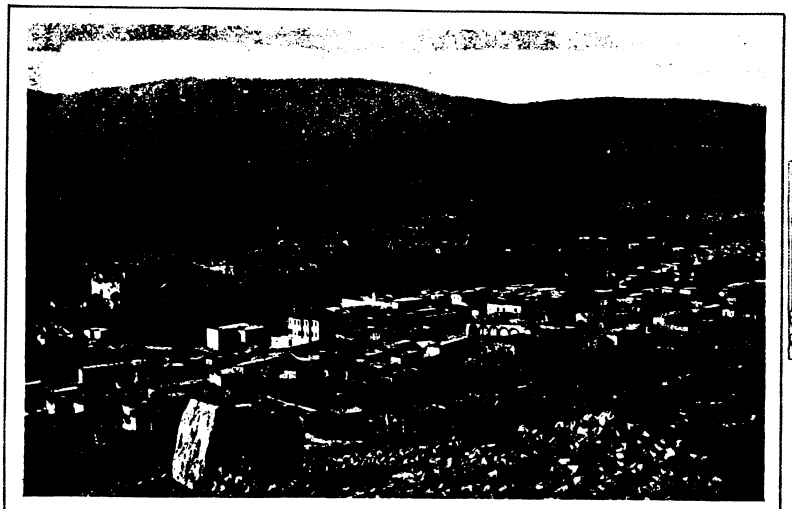
FROM PAGAN GODDESS TO CHRISTIAN SAINT: THE TEMPLE OF VENUS, BAALBEK, USED AS A CHURCH OF ST. BARBARA.



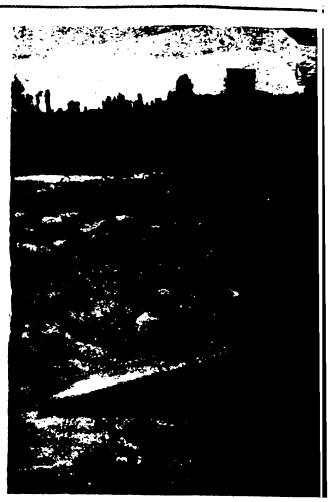
SHOWING SOME OF THE LARGEST STONES EVER USED IN ARCHITECTURE: THE CYCLOPEAN WALL AT THE WEST END OF THE GREAT TEMPLE OF BAAL AT BAALBEK.

As mentioned on the following double-page, Baalbek was occupied by British troops during the advance in Syria. In an article on another page describing its wonderful ruins, we read: "On the western and northern sides (of the great Temple of Baal) is to be seen the wall of the earlier edifice forming part of the substructure. This is built of colossal stones, three of which placed in the western wall (shown here in the lower photograph) measure respectively, 64 ft., 63½ ft., and 62 ft. in length, 13 ft. deep and about the same in width. They are most beautifully squared and fitted together. . . . A few hundred yards from the great temples there is a small edifice known as the Temple of Venus. The part remaining, which is circular in form and of great beauty of design, would seem to be the sanctuary of the goddess. After the suppression of the heathen worship of Heliopolis . . . the Temple of Venus was used until comparatively recent times as a church dedicated to St. Barbara."

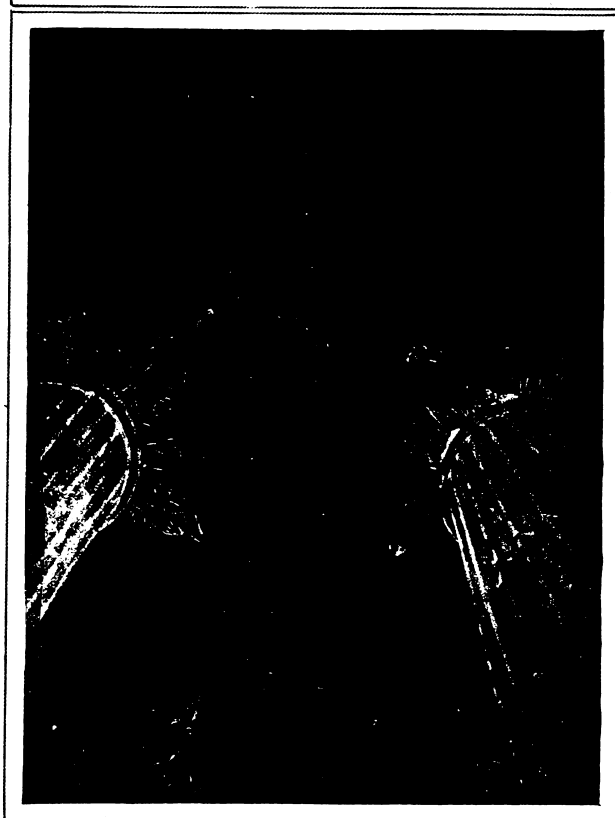
ONE OF THE MANY FAMOUS PLACES OCCUPIED B



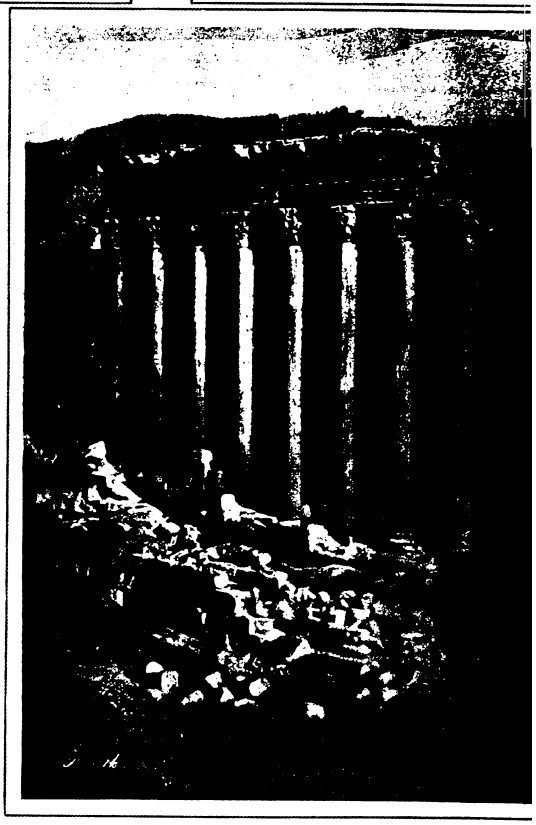
OF PHŒNICIAN ORIGIN, AND CALLED BY THE GREEKS HELIOPOLIS: A GENERAL VIEW OF BAALBEK AND ITS RUINS, FROM A NEIGHBOURING HILL.



PROBABLY THE LARGEST SINGLE BLOCK E BAALBEK, LYING (UNUSED) WI



ADORNED WITH HEADS OF GODS AND EMPERORS: THE ROOF OF THE PERISTYLIUM OF THE TEMPLE OF JUPITER (FROM BELOW).



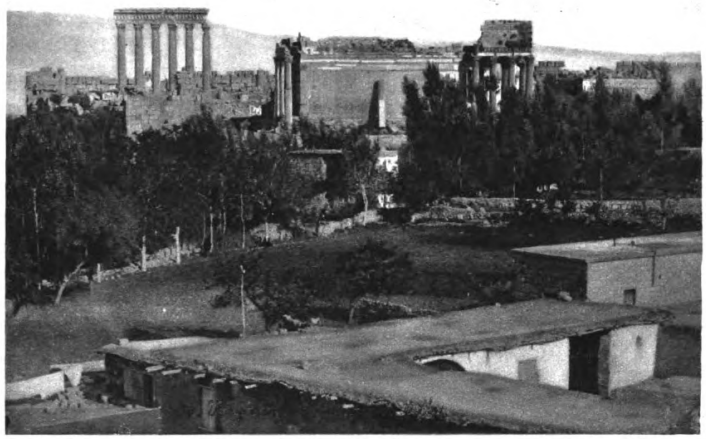
ONE OF THE MOST MAGNIFICENT RELICS OF ANTIQUITY IN THE WO ENORMOUS PROPORTIONS, THOUGH SMA

During the war British Armies occupied many renowned and historic places in distant lands, but none more interesting than Baalbek, in Syria, north of Damascus. Mr. W. T. Massey writes: "Travelling over the mountains of Lebanon to Baalbek, the Heliopolis of the Greeks and Romans, where stand the vast ruins of the Acropolis, one again met everywhere evidence of the relief of the people at the advance of our troops. . . . Yeomanry and Indian cavalry to-day (October 11) occupied Baalbek. The General went into the town yesterday, and was received by the Mayor with much heartiness." The ruins of Baalbek are described in an article on another page. The existing temples were built by the Romans, on an early Phœnician site, towards the end of the second century A.D. "The largest of these, the Great Temple of the Sun, stands on the site of the ancient Temple of Baal. . . . The three great stones (seen in

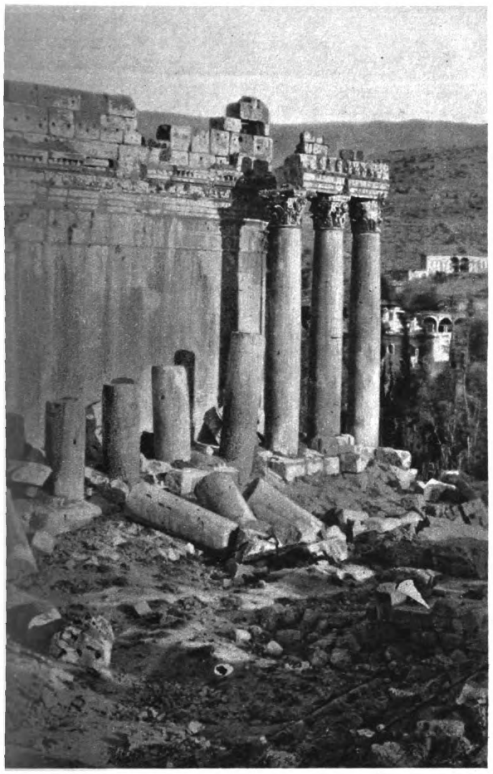
RITISH TROOPS: BAALBEK AND ITS WONDERFUL RUINS.



FOR BUILDING: THE GREAT STONE AT
WAS QUARRIED CENTURIES AGO.



SHOWING (ON THE LEFT) THE SIX REMAINING COLUMNS OF THE GREAT TEMPLE OF BAAL, WITH THE BETTER-PRESERVED TEMPLE OF JUPITER: BAALBEK RUINS.



TEMPLE OF JUPITER (OR BACCHUS) AT BAALBEK, A BUILDING OF
N WAS THE GREAT TEMPLE OF BAAL.



WITH THE KEYSTONE OF THE ARCH FALLEN: THE DOOR OF THE TEMPLE OF JUPITER AT BAALBEK, SHOWING REMAINS OF ELABORATE SCULPTURE.

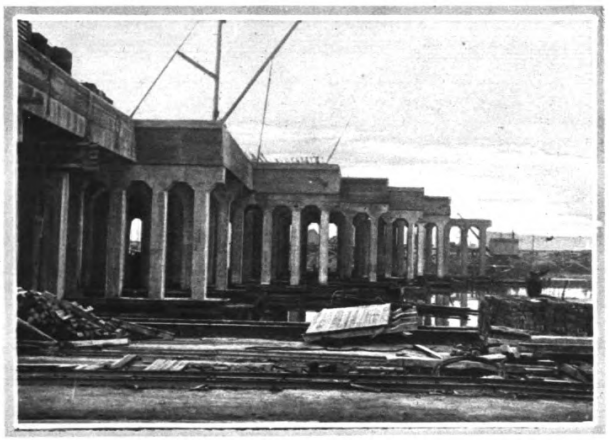
iotograph on the preceding page) caused the Temple to be known as the Trilithon. In the quarry from which they were brought, half a mile away, there is to be seen one still larger. has been squared on the top and sides, and was in process of being undercut when it was left. The dimensions are 68 ft. long, 13 ft. broad, and 14 ft. high. . . . Near by is the ple of Bacchus, known to writers formerly as the Temple of Jupiter. This was built by Antoninus Pius about the same time as the great Temple. It is the better preserved of the Of the 42 columns of the peristyle 16 still remain. The height of the columns is 65 ft. . . . The ceiling between the columns and cellar was formed of great stone slabs beautifully ted with representations of the heads of gods and emperors."

THE WORLD OF FLIGHT

CIVIL AERIAL TRANSPORT.—II.

By C. G. GREY,
Editor of "The Aeroplane."

LAST week one discussed some of the preliminary points in the Report of the Civil Aerial Transport Committee. The rest of that bulky document is not less interesting to those who realise the vital importance of aeronautics to the British Empire, spread as it is all over the world, and depending for its continued unity very much on rapidity of communication between its component parts. The recent flight from Cairo to India, in a Handley-Page biplane with Rolls-Royce engines, by the G.O.C. R.A.F. in the East, Major-General W. G. H. Salmond—the elder brother of Major-General J. M. Salmond, G.O.C. R.A.F. in the West—indicates the possibilities of such intercommunication. The route was circuitous, for Cairo, Jerusalem, Damascus, Baghdad, Bushire, and Karachi are not on the direct line from London to Calcutta, or even from Cairo to Calcutta, by a very long way. Yet the whole journey from Cairo to Karachi only took four days altogether, and the actual flying time was only thirty-six hours.



AT ZEEBRUGGE: GERMAN SUBMARINE-SHELTERS.
Official Photograph.

However, to return to the Committee's Report. One noted last week that the Special Committee dealing with the legal aspects of flying decided definitely that each nation should own the air above its own frontiers, and that trespassers in the third dimension should be prosecuted, with which conclusion the Main Committee agreed unanimously. This Special Committee then turned its attention to the question of Government control and legislation. Obviously some such legislation is necessary to prevent freedom in the air from degenerating into license. One has seen more than enough of the behaviour of young aviators not yet broken to discipline to enable one to realise what unbridled license might mean. Silly "stunting" along crowded sea-beaches, acrobatic performances over towns, crashes in streets, collisions with church-steeples, indicate the need for legislation.

Before the war, as the Report of the Special Committee points out, two Acts of Parliament, one in 1911 and one in 1913, dealt with aerial navigation. Under the first of these an Order by the Home Secretary prohibited flying over certain prescribed areas—chiefly dockyards and naval defence areas. The second Act gave the Home Secretary power to regulate aircraft, and provided for compulsory landing of aircraft from any place outside the United Kingdom. The latter Act produced an order that all aircraft entering the United Kingdom must cross the coast-line within certain set limits. Both Acts and their resultant orders were eminently sensible, and will be of high value when the present restrictions on flying, under the Defence of the Realm Act, are removed.

Obviously, it is undesirable that aircraft should navigate freely over defence areas which might be surreptitiously photographed by unfriendly passengers—whether of British or any other nationality. Equally it is obvious that aeroplanes coming in from abroad should cross the coast between fixed points, and should land at specified aerodromes to report themselves. It will, no doubt, be necessary when aerial traffic becomes common to maintain a regular aerial police patrol between these fixed points on the coast, to take the numbers of all aircraft entering and leaving the country, and to transmit those numbers to the authorities on the ground, so as to make sure that the machines land and report at the specified aerodromes. Otherwise we shall have unlimited smuggling.

One imagines that in the ordinary way each aircraft will either descend and "make its number," as a sailor would put it, to an observer on the ground, or will do so to an official in a kite-balloon anchored at a convenient place on the coast. The latter would be preferable, as avoiding the necessity for coming down low near the coast. Moreover, a kite-balloon can be seen miles away, and would act as a direction-post as well as a registration office. The work of the police-patrols would then consist chiefly in looking about in the higher levels for aircraft which were trying to sneak in or out without making their numbers in the orthodox way. These police aeroplanes would have to be very fast, high-climbing machines piloted by picked aviators; and one suggests that they will afford quite amusing employment for a number of our young fighting pilots and their fast single-seater scout machines.

These machines will, in fact, play precisely the part played by the revenue-cutters of the sea romances of one's youth. The actual Custom House work will be done by officials at the aerodromes specified for the landing of foreign machines. One can foresee much interesting work for such officials, such as investigating specially large tanks with false bottoms which might be found to contain a gallon or two of petrol as camouflage and many gallons of excellent brandy as a business speculation.

The Committee, referring to the proposed Aerial Navigation Bill drawn up in 1911—which never became an Act—points out that it was then contemplated that the Home Office, the Board of Trade, the Customs, and Post Office should all take part in the control and regulation of aerial traffic. The Bill proposed that the Home Office should act in imposing and enforcing general regulations; while to the Board of Trade were assigned duties as to registration, certificates of different kinds, and regulations regarding collisions, salvage, and such matters. The Bill, apparently, was drawn largely on the lines of the Merchant Shipping Acts. The Committee points out that the creation of a new Air Ministry will afford a convenient opportunity for conferring on the Ministry the powers of the Home Office and Board of Trade to regulate aerial navigation.

The Committee says that the advantages of assigning to a single Department of State the regulation of all matters relating to civil aerial transport are manifest. With this all will agree, always provided that the Department in question is intelligently administered by intelligent people, and that the chief of the department is as keenly interested in his work as was Lord Weir, our retiring Air Minister. But one cannot depend upon an unlimited succession of Weirs. The position is somewhat that of the axiom which lays down that the ideal form of government is a benevolent despotism, the weakness of the axiom lying in the fact that it is impossible to guarantee a succession of benevolent despots. The virtue of spreading the responsibility of handling aerial transport over several departments lies in the fact that if one department goes wrong, as the best of departments may on occasion, there is always another department to which one can appeal in order to get the wrong put right. It is the old, old military question of feeding an army along a single line of railway. If that railway breaks down, the army starves. Therefore one is by no means sure that all questions of aerial navigation—home, foreign, technical, naval, military, and civilian—should be handled exclusively by the Air Ministry. However, as in most of such matters, the Air Ministry will have to work in collaboration with other departments, just as it had to work with the Admiralty and War Office during the war. *(To be continued.)*



CAUSED BY OUR BOMBS: THE KING AND THE PRINCE OF WALES VIEWING DAMAGE TO THE ENEMY'S SUBMARINE-SHELTERS AT ZEEBRUGGE.
Official Photograph.

"BLIMPS" IN CONVOY WORK: A REMINISCENCE OF WAR AT SEA.

FROM A WATER-COLOUR BY CECIL KING.

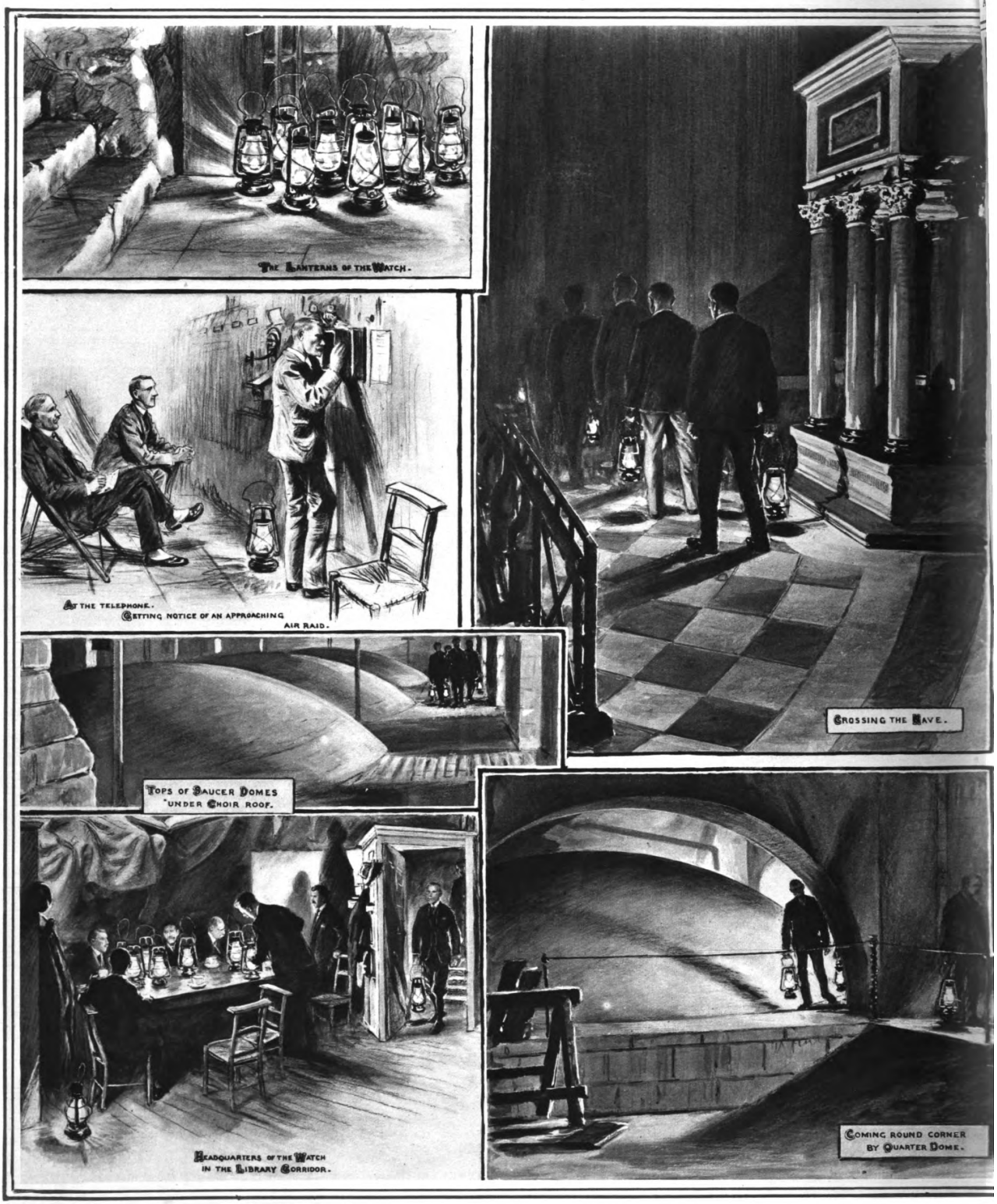


"A SUSPICIOUS OBJECT IN THE WATER": SHOTS FROM ESCORTING DESTROYERS, AND A DIRIGIBLE OVERHEAD INVESTIGATING.

Although mine-sweepers are still busy netting stray mines, the need for providing escorts for convoys of merchant ships was happily terminated by the Armistice. Our illustration shows a typical incident of such work, in which aircraft played a valuable part. On the left is an escorted ship, her hull painted with a camouflage design, preceded by two British destroyers, flying the White Ensign. In a note on his drawing, the artist writes: "Sometimes the convoy is escorted by a 'Blimp,' or dirigible. Here, the look-out on one of the escorting destroyers having seen a suspicious object in the water near the convoy, a few rounds are fired at it with a light gun. The 'Blimp' comes down and back to investigate. Occasionally the target turns out to be floating wreckage or a porpoise. But this is the exception."—*[Drawing Copyrighted in the United States and Canada.]*

THE ST. PAUL'S WATCH: PICTORIAL REVELATIONS

Drawn by our Special

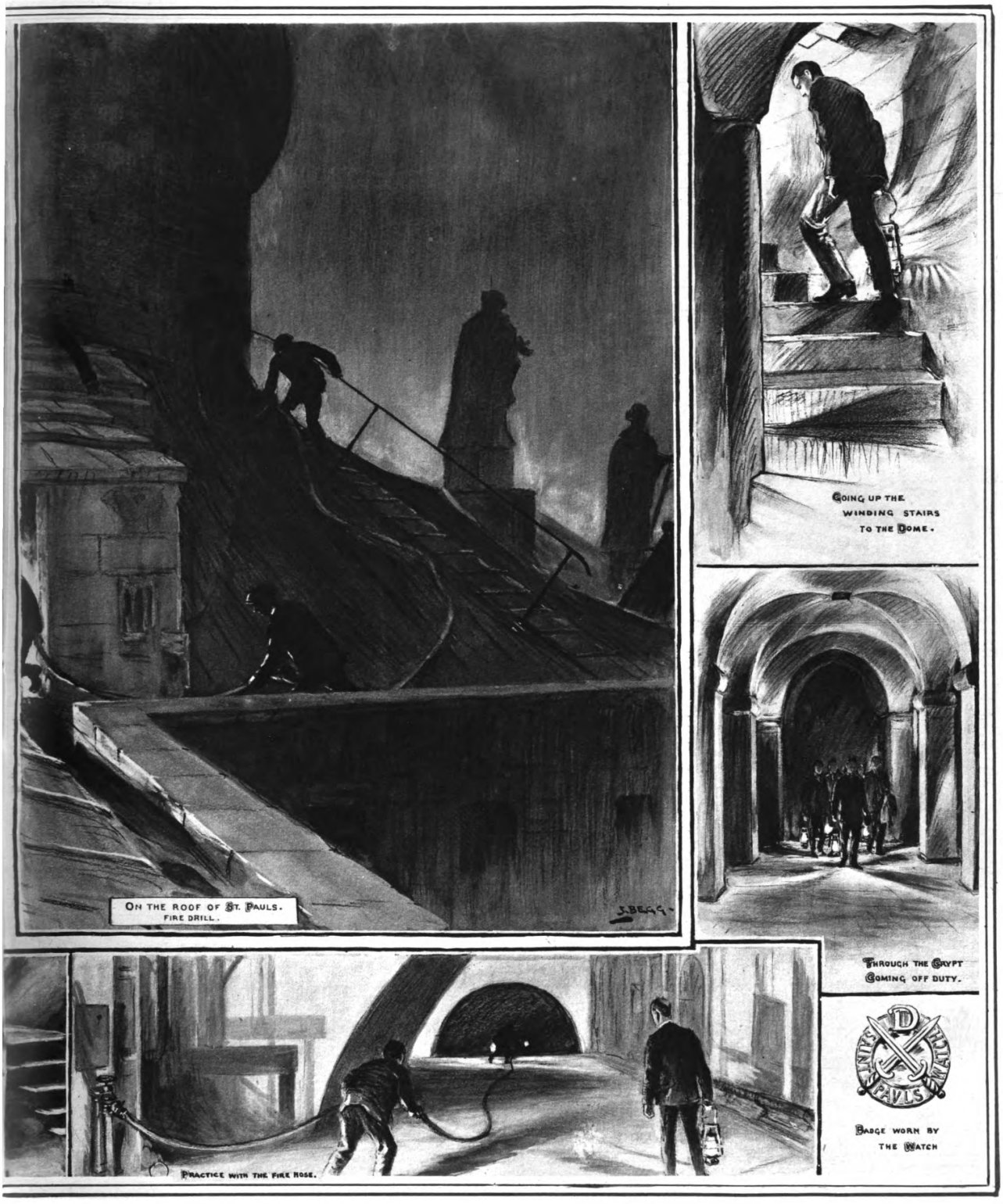


HOW ST. PAUL'S WAS GUARDED AGAINST GERMAN BOMBS DURING THE WAR:

For over three years, from June 1915 to the time of the Armistice, a devoted band of volunteers and members of the Cathedral staff took turns in keeping watch at St. Paul's, in order to check any fires that might be caused by German bombs during the various air-raids on London. A detailed account of their work is given on another page. Here it may be briefly recorded that the Watch was organised by Canon Alexander, treasurer of the Cathedral, and Mr. Mervyn Macartney, the architect, assisted by the Secretary, Mr. L. A. Turner, and the Clerk of Works. The members consisted of architects and other professional men, guides, vergers, and staff workmen. They were trained by the London Fire Brigade. The Cathedral had some narrow escapes. On September 8, 1915, a Zeppelin bomb fell close by in Wood Street, causing a great fire, and twice—in June and July 1917—bombs from Gothas flying by day fell near. On

OF DEVOTED AIR-RAID WORK DURING THE WAR.

ARTIST, S. BEGG.



THE PATRIOTIC WORK OF THE CATHEDRAL'S VOLUNTEER FIRE BRIGADE.

June 13, 1917, a fragment of an explosive bomb which fell close to the north side was thrown up on to the Stone Gallery, and made a slight dint in the asphalte—the only mark which German airmen themselves succeeded in making on St. Paul's. It was struck twice, however, at night by anti-aircraft shells, one of which penetrated the roof of the South Transept. Throughout the war St. Paul's has done much, by its services and otherwise, to sustain the spirit and ideals of the Nation. As a thank-offering for its safety, the Lord Mayor and others have contributed liberally to the Cathedral Preservation Fund, which, it was stated recently, still requires some £60,000 to complete the work in view for maintaining the security of the building.—[*Drawing copyrighted in the United States and Canada.*]

OUR "WATCH ON THE RHINE": THE FI

DRAWN BY R.



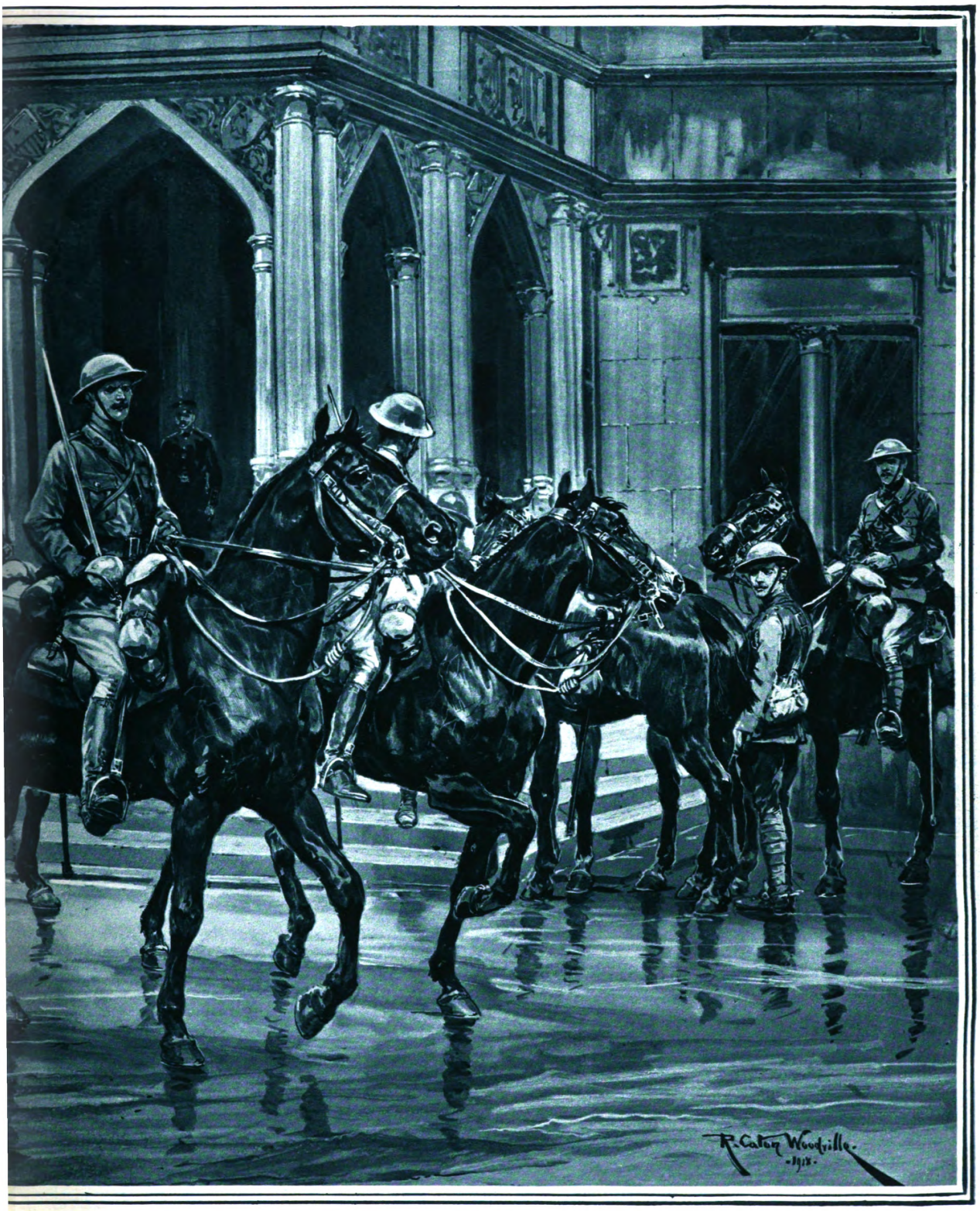
BRITISH CAVALRY IN A FAMOUS GERMAN CAT

"At midday yesterday (December 6) our first cavalry patrols entered Cologne," writes Mr. Philip Gibbs from that city, "and, riding to the swing bridge which has replaced the old bridge of boats, were the first British soldiers to reach the Rhine. . . . God alone knows what hatred still lurks in German hearts against us. In Cologne there seemed a sense of hostility to our presence, and to-day, at least, there is no hat-doffing in the streets when British officers passed, and thousands of men who were obviously German

Drawing Copyrighted in Gt

ST BRITISH TROOPS TO ENTER COLOGNE.

ATON WOODVILLE.



EDRAL CITY: OUR FIRST PATROLS IN COLOGNE.

officers just out of uniform looked stern and cold. But they behaved with dignity and sufficient courtesy." Describing the British entry, the "Cologne Gazette" said: "Several detachments of cavalry passed along Luxemburg road, the officers with drawn swords and the men in steel helmets, some bearing lances with red and white pennons. They halted at the Luxemburg Gate. Several British officers went to the Town Hall to discuss with the chief Burgomaster the next measures to be taken."

nited States and Canada.

SIGHT REPLACED BY TOUCH: OVERCOMING THE

Drawn by our Special



Learning to read Braille.



Braille typewriting.



Shorthand Braille.
This special little machine takes the place of the notebook and pencil of the sighted person.



Section of tape.
($\frac{1}{2}$ ordinary size)
Showing Braille shorthand dots in relief.



Using Braille rule specially designed for matmaking and basket work.



Frame used in basket making to keep the shape.



Answering Telephone Call.
On hearing the sound of falling disc, the operator passes his hand across to find out which one has fallen.
The fallen disc shows white in drawing.

BLINDED HEROES ENABLED TO PURSUE VARIOUS OCCUPATIONS: WONDERFUL

Our artist has illustrated here and on another page in this number some of the wonderfully ingenious mechanical devices used at St. Dunstan's Hostel for Blinded Soldiers and Sailors in Regent's Park. Those of our readers who cannot visit the hostel themselves will appreciate from these drawings the excellent work it is doing to enable our blinded heroes to fit themselves for various occupations, and thus be able to earn a living and maintain their interest in life. St. Dunstan's Hostel, founded by Sir Arthur Pearson, who has worked so indefatigably on behalf

DISABILITIES OF THE BLINDED SOLDIER AND SAILOR.

ARTIST, S. BEGG.



DEVICES AND APPARATUS IN USE AT ST. DUNSTAN'S HOSTEL.

of his fellow-sufferers in loss of sight, may be said to stand out among the many institutions established for the benefit of the disabled, as one that calls forth universal sympathy. Sight is the most precious of human faculties, and those who have been deprived of it in the service of their country deserve all that can possibly be done for them. At St. Dunstan's they have facilities for training in several industries, and also with the equally necessary means of recreation, as illustrated on another page in this number.—[*Drawing Copyrighted in the United States and Canada.*]

VICTORY OVER BLINDNESS: GAMES AND RECREATION AT ST. DUNSTAN'S.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



BLINDED SOLDIERS AND SAILORS AT ST. DUNSTAN'S: SPECIAL APPARATUS FOR THEIR HOURS OF LEISURE.

Life at St. Dunstan's Hostel for Blinded Soldiers and Sailors, in Regent's Park, is appropriately divided between work and recreation. On a double-page in this number we illustrate special tools and implements used in training the men for various pursuits. Here are seen some of the devices employed to enable them to play games and move safely about the building and grounds during their hours of leisure. From the two sets of drawings it will be evident that the utmost care and ingenuity have been shown in order to make existence as easy as possible for the brave men who have suffered so grievous an affliction in the service of their country.—[*Drawing Copyrighted in the United States and Canada.*]

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Now Five times as costly to make—but we pay most of the extra cost.

THOUGH the old Daisy was a great and wonderful thing, the NEW Daisy which we announce to-day eclipses it. The NEW Daisy is a 1918 miracle. In the NEW-FORMULA Daisy our chemists, though at greatly increased cost of ingredients, have veritably gilded the lily—they have retained all the splendid properties which Daisy users know and prize, and at the same time present them in a more scientific and more potent form.

The NEW-FORMULA

DAISY

A 6d. HEADACHE CURE at 2d.

Whether you were a user of the old or not, we ask you now to Try The New-Formula DAISY—its speed and certainty in curing all head and nerve pains will amaze you.

Dr. ROBERTSON WALLACE writes:

44, Haymarket, Piccadilly Circus, London, W. November 12th, 1918.

Dear Sirs,

For many years I have watched the introduction of headache specifics and subjected them both to analytical and clinical tests, but have never felt inclined to approve of their composition or effects.

I must admit however, that your new formula for the "Daisy" Headache Cure merits my complete approval, and I am especially pleased to note that you have replaced the depressing ingredient acetanilid by an infinitely safer and more certain principle, free from any possibility of causing injury to the system.

I lay great stress both on its efficiency and safety, and am constrained to compliment you on your commercial courage in placing an unusually costly formula, at a reasonable charge, at the command of the public.

Yours faithfully,
(Signed) **ROBERTSON WALLACE, M.B., C.M.**

The NEW-FORMULA DAISY is sold by stores and chemists everywhere at 2d. each, 8 for 1/-, 20 for 2/3 60 for 6/-. DAISY Ltd., LEEDS.

SCIENCE JOTTINGS



A SELLER OF PAINTS FOR THE FACE AND OF DRUGS: AN ITINERANT ALCHEMIST OF THE 14TH. CENTURY.

THE SUPERSTITION OF RUDOLF II., RULER OF THE HOLY ROMAN EMPIRE: THE EMPEROR CONSULTING HIS ALCHEMIST (16TH CENTURY).

THE HOUSE NONE DARED PASS WITHOUT CROSSING THEMSELVES: THE HOME OF NICHOLAS FLAMEL (1330-1418).

A MINISTRY OF TRANSPORTATION.

MR. CHURCHILL says that the Government is about to "nationalise" the railways; and, whatever that means, it is evident that it must do something for them. Since it took charge at the beginning of the war, it has run the traffic hard, sent rolling-stock over to France—whence it is very unlikely to return in usable state—cut down repairs, and increased wages until few, if any, lines are yielding a profit. Hence the powers that be will certainly have to pay a large sum to the railway companies if they hand them back their undertakings, and they may well think it will cost hardly less money to buy them outright. To do so would abolish wasteful competition—it is said that the G.W.R. and the L. and S.W.R. spent enough on the Parliamentary fight for the West Country to double-track their lines from end to end—and would prevent the companies from discouraging other forms of transport, as directors with a single eye to dividends are bound to do. On the other hand, in Government hands the lines will no longer be run for the convenience of the travelling public, passengers will in many cases have to give place to goods, and we know from our sad experience of the Water Board that fares and freights will be largely increased.



DURING HIS MOST RECENT VISIT TO FRANCE: THE KING AT THE GRAVE OF PRINCE MAURICE OF BATTENBERG.—[*Official Photograph.*]

Yet railways are only one part, and a decreasing one at that, of the transportation problem. Aeroplanes and air-ships, as has been before said in this column, are coming to compete with them, not perhaps immediately, but certainly in course of time. These will be so much quicker than railways that before long they may begin to cut into the profits not only of railway, but of steam-ship companies, and may incidentally do much to relieve the congestion of the iron roads. But does all traffic want to go fast? Bricks, for instance, which cannot from the nature of things be packed—and therefore handled in bulk—can generally be ordered, in peace-time at any rate, some weeks in advance of the date at which they are actually required, and therefore are better suited to water than to land transport. For such commodities, canals are far better suited than railways; and one of the first cares of a wise Minister of Transportation would be to see that the canals, which the jealousy of railway companies has thrown out of gear, are furbished up and put in order. It used, for example, to be possible to send barges from Weybridge (not twenty miles from London) to Littlehampton, thus avoiding all shunting and hauling about of trucks from one line to another. Why should it not be possible again?

The canals, however, could not do everything. Few people live on the banks of a canal, and for everyone domiciled farther afield some means of getting such things as bricks, to use the same instance over again, to their final resting-place is necessary. Horses and carts are all very well, but are slow, and are going to be very expensive; while no one in their senses would try to send bricks by aircraft. Light railways have their uses, as every excavator in the desert knows, and their construction and use are much more widely known now than was the case before the war. But they cannot be economically run through a populous district, and we do not want our beautiful countryside disfigured and hampered by a criss-cross of light railways. This is where the Government comes in. It has, or should have, at its disposal thousands of steam or petrol driven lorries which would be just the thing for the haulage of heavy goods to and from canals and railways; and, if these were put at the service of the public, the transportation problem would be in a fair way to be solved. But their use would raise another question. They are excessively destructive to the surface of roads, which, with the great increase of motor-cars for business and pleasure, are already a heavy burden on the ratepayer. Is it not, therefore, true that the Government—if indeed it really takes charge of the means of transport—should assume responsibility for, at any rate, the main roads also?



DAMAGED BY A HIT AT SHORT RANGE: ONE OF THE LARGEST GERMAN GUNS OUTSIDE DUNKIRK.
Official Photograph.

Last, but not least, comes the question of a central clearing-house for goods, such as has been many times advocated in the daily Press. There, with anything like a decent system, goods could be classified and sorted so as to ensure their being sent by the quickest and cheapest route, and could be handled in bulk as well as in tale. But this is work which a Government office under the control of a Minister responsible to Parliament, and therefore subject to constant criticism, could do better than any private organisation. That he would be open to all sorts of charges of favouritism, of undue preference, and of neglect of the public interest goes without saying; but what should we pay him his salary for?

Here, then, in the reopening of the waterways, the encouragement of light railways where convenient, the provision of motor-lorries, the repair of the roads, and the organisation of a central clearing-house, is work enough ready to the hand of a Minister of Transportation. He would only want a large hotel and a bevy of flapper and other clerks to set about it. When will he do so? The work would be difficult, but should not prove insurmountable.

F. L.


Give Her
BOVRIL

LADIES' NEWS.

THE QUEEN will be pleased to have the Duchess of Devonshire at home again. Her Majesty has the greatest regard for her Grace, who will probably resume her duties as Mistress of the Robes. The Duchess of Sutherland acted as Deputy in that office during her Grace of Devonshire's absence in Canada, and had very light duties, as State functions were almost entirely in abeyance. It seems likely that the Duke of Devonshire—who only went to Canada because the war claimed the military duty of the Earl of Athlone, who had been appointed Governor-General—will soon rejoin the Duchess here. The home-coming is saddened by the widowhood of the eldest daughter of the house, Lady Maud McIntosh, who was married in the Dominion to one of her father's A.D.C.'s. Her husband, Captain Angus McIntosh, only son of The McIntosh, was a victim of the war. He was invalided out of the Service after a strenuous time fighting, and, though he seemed to have recovered, he fell an easy victim to pneumonia. The Duchess and her daughters are going to reside for some time at Chatsworth. Devonshire House is still in use by the V.A.D. section of the B.R.C., and will be for some time. Hospital war work is by no means at an end, and, when it is, the demobilisation will mean heavy work. Small hospitals are being closed down at once, as they are relatively the most expensive.

The Earl of Athlone and Princess Alice Countess of Athlone will be greatly liked in Canada if they go there, as seems probable. They are a handsome and charming couple. He is our Queen's youngest brother, and said to be her favourite. He is a fine-looking, soldierly man, with the genial manner and always pleasant smile of his mother; everyone who knows him likes him. He was with the 7th Hussars in South Africa, and there was no more popular young officer; since then he has changed to the Household Cavalry, and been in this war and on duty in Ireland. Always and everywhere he has been he has been greatly esteemed. The Princess is, to use an Americanism, "as pretty as a peach," and has the most charming, spontaneously happy manners. Without extravagance or slavishness to fashion, she is always well dressed—invariably becomingly so. The two children of the house, a boy and a girl, will be old enough to enjoy life in Canada. The boy, whose Christian name is Rupert, is a fine, high-spirited lad; and the girl, Lady Mary Cambridge, is rather like what her aunt the Queen was at her age. Those who know say that she has beautiful arms and hands—very like those for which Queen Victoria was so famous.



AN EVENING DRESS OF THE MOMENT.

Made of pale-salmon pink, it has panels back and front made of beads, which also adorn the head-dress.

A man or woman, boy or girl, are just as merry as they feel; and Christmas will not be very merry if the machine is not going sweetly. Neither the car, nor the 'plane, nor the bicycle is meant, but just the human machine—by far the most important too. The way, therefore, to ensure the happiest entrance on the year that promises so cheerily is to take Kruschen Salts. At once tonic, aperient, and diuretic, they act on the three vital parts of our private and particular engines, and keep them in perfect order. These invaluable and entirely British salts are obtainable at all chemists at 1s. 6d. a bottle, or, post free in the United Kingdom, for 2s. from E. Griffiths Hughes (Kruschen), Ltd., 68, Deansgate Arcade, Manchester. It is such an easy thing to keep well and cheery if one only goes the right way about it, and Kruschen Salts is really the right way.

At the moment there is no more fashionable fur than kolinsky. Is it because we are once again wholly sympathetic with the Poles, and the name is very Polish? Rather, I think, it is because the colour and texture prove very becoming. The colour is a grey so dark as almost to be black; the texture is rather like Persian paw, but is longer, silkier, and much smoother. I saw a long coat of it worn by a tall, dark-eyed, white-skinned, and very handsome woman, whose every good point this kindly fur accentuated. A wide-brimmed black panne hat was worn; at least, the crown was of that material, the brims of black net edged with a line of jet, and sewn quite sparingly with dull gold thread. The effect was excellent. Another virtue of kolinsky is that it is light in weight. This being December, women feel they must wear furs. Recently they have been something of burdens to bear, on damp relaxing days.

Flights to India, to Baghdad, over the Andes, to Paris and back have taken place or been talked of. It behoves women to think what clothes will suit them for the latest method of transport. At the moment there is no consensus of knowledge as to passenger accommodation for aerial voyages. One says ordinary travelling clothes will do, as the cabin will be protected; another says warm and light clothing is necessary, as there is very little protection. It reminds one of the days when motoring began to attract ordinary people, and it was considered a matter of etiquette to look as little like human beings and as much like woolly bears as possible. We may take it as certain that for flights we shall not emulate birds and don feathers. At present

[Continued overleaf.

The sunshine of many a home is

STARVING IN STRICKEN BELGIUM



AMONG all the nations who have fought for the great cause of humanity, none has suffered more terribly than our gallant ally Belgium. Throughout the four long years during which their country has been overrun and wantonly devastated by the enemy, the plight of her people—men, women, and children—has been almost indescribable.

No words can ever express the gratitude the world owes to that brave race, who in 1914, when the whole of civilisation was at stake, were the first to hurl themselves fearlessly into the breach, and by so doing lost everything save their soul.

SEND A VICTORY GIFT TO BELGIUM'S STARVING CHILDREN

One of the greatest anxieties throughout these terrible days is the welfare of the young children of Belgium. To keep them from literal starvation the "Working Men's Belgian Fund" were appointed delegates to a children's fund under the presidency of H.S.H. Princess A. de Ligne. This branch sends sick and debilitated children from Belgium to various Hostels established by the Fund, where they are fed, clothed, and medically cared for until restored to health.

To carry on this most necessary work, funds are urgently needed, and all subscriptions and donations will be most gratefully received. Remittances should be addressed to the Hon. Treasurer,

BELGIAN CHILDREN FUND
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Working under the patronage of H.E. the Belgian Minister, Em. Vandervelde, and registered under the War Charities Act, 1916.

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is rising now

A LAZARUS AMONG THE NATIONS

LET US ALL HELP

TO

Feed, Clothe & Cherish

POLAND'S CHILDREN

AND ASSIST IN THE

REPATRIATION of HER EXILES

DONATIONS, however small, will be gratefully received by the Hon. Secretary, Miss LAURENCE ALMA TADEMA, C.B.E., 24a, Regent St., London, S.W.1

A Woman's Worries

By ESTELLE.

IT was a charming garden in which to spend a brief holiday. Michaelmas daisies and late roses steeped themselves in the autumn sunshine, and a robin's song sounded in the apple-tree. It was difficult to believe that there had ever been a war and that I had ever worked in a munition factory.

A quarter of an hour passed drowsily. I woke to find Isabel, looking cool and delicious in a white frock, standing beside me.

"You pretty creature," I said, "sit down and let me have a look at you. You can't think what a joy it is to see you looking so sweet and nice. One cannot preserve their appearance in a shell-factory."

"I am not so sure," said Isabel. "Certainly T.N.T. and things must be rather distressing, but that is not the only work that is telling on the looks of our sex, my dear. Most girls who have been on the land, or motor-driving, get dreadfully sunburnt, and the hair of many V.A.D.'s is a thing to weep over. Always wearing a veil ruins one's hair."

"Always wearing a cap at the factory has certainly spoilt mine," I said ruefully. "I was never a beauty, but I had rather decent hair. Now it 's getting very grey and thin, and I simply haven't the time to wave it and make it look respectable."

Isabel stared at me in charming dismay. "Dreadful," she exclaimed, shaking her head so that the sun glinted on her own rippling, burnished hair. "This is, indeed, a minor horror of the war. I do hope women have not sacrificed their charm as well as everything else in doing their bit. There is no necessity for anything of the kind, and if you will let me talk without interruption for about ten minutes, I think I can show you that usefulness and ugliness are by no means inseparable."

She leant back in her chair, and as she spoke, I noted the clear whiteness of her skin, the beauty of her hands and nails, the long dark lashes that gave shadowy charm to her eyes and contrasted so well with her fair, wavy hair.

"This war," she began, "has made us find out what is essential and what isn't. We have wasted time, and we 've got to work doubly hard to make up for it; that is why you and I have spent five hours to-day in thinning out turnips, instead of lounging in cultured ease. Nevertheless I keep a thick hedge round my kitchen garden, and a few beds filled with flowers and not with onions, because when Jack comes back, he likes to see this place looking as he remembers it. Also I like to look as nice as possible without spending much, because he appreciates it. Last time he came back"—she smiled rather shyly—"he said I looked 'worth fighting for!'"

"You do," I interposed heartily.

"Well," she resumed, "hard work is certainly bad for one's appearance, and women are realising, to their dismay, that the pre-war methods of soap-and-water followed by a dabbing with some cheap face cream, and an application of powder—methods which sufficed when one led an easy, sheltered life—are not enough to counteract the real strain put upon the skin by strenuous outdoor work. That kind of thing will not prevent you from burning and chafing when you are out all day in strong sun or wind. I have suffered agonies myself from 'freely applying' a so-called 'soothing and healing' cream to an already smarting skin. However, I am free of all complexion worries now. When I first took up gardening I got dreadfully sunburnt. I cured it by using mercolised wax; even our village chemist sells the blessed stuff. I cover my face and neck with a thin layer of the wax, which absorbs the old skin invisibly and painlessly, leaving the fresh new skin exposed. It 's only hastening Nature's way, of course.

"I used to think powder was indispensable. But the extravagance and waste involved in using powder made me think. Now I use a simple but very effective home-made lotion of cleminite and water that gives the bloom of powder, and *remains all day*. Think of the joy of not having to worry perpetually as to whether one's nose is shiny or not. Moreover, cleminite is good for the skin, and is a marvellous protection against all weather."

"Your skin is lovely enough," I said, "though I 'm afraid nothing would improve mine. I wonder, though, if you could recommend something for my hair?"

"I can," said she, "but I wish you 'd try my complexion treatment first. As to your hair, this is my suggestion: Come round to the chemist after tea and we 'll get some stallax. I 'm running out of supplies, so if you like, I 'll split an original packet with you, and you can try it. Before you shampoo your hair with it, rub a little olive oil into your scalp, as washing always dries the hair. Stallax is by far the best shampoo I know. Then I 'll make you up a tonic—no, it 's no secret—just boranium and bay-rum. As to waving, hot irons have most *disastrous* effect; besides, those hard, regular waves they put in at hairdressers' aren't really becoming to anyone. Silmerine is a very pleasant liquid, and you can regulate the waves so as to suit your features. I myself prefer a slight ripple, and I get it by damping my hair with silmerine, and leaving a slide in. There, what do you think of me as a beauty specialist?" she ended, laughing. "Here 's tea, so let 's turn to brighter subjects."

"I guess I 'll try some of your notions," I said, as we were having tea in the garden.

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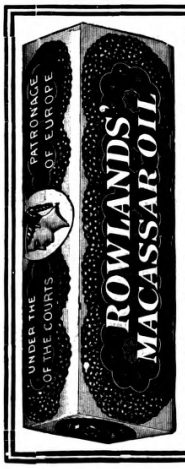
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THE INCOMPLETE WILL.

LIVERPOOL SHIPOWNER AND GIFT OF £70,000.

In August of last year, in celebration of his seventieth birthday, Mr. Joseph Hoult, J.P., a Liverpool shipowner, announced his intention of giving £70,000 to various charities. That amount included £30,000 to be administered by the Mercantile Marine Service Association for the benefit of mercantile marine engineers and firemen.

Mr. Hoult died suddenly soon afterwards, and as it now transpires, before the fund had been transferred. As there was no provision in the will for giving effect to his intention the Mercantile Marine Service Association has not received any portion of the money.

Mr. Scott, the secretary of the Association, states that applications have been received from about 400 apparently eligible and deserving candidates, though under the circumstances the council of the Association have no fund to disburse.

This must be rectified.

A contribution, however small, from every reader of this paper will enable us to provide for these brave and deserving men. You alone know what your share should be—just send it along with the form below!

CONTRIBUTION FORM.

***To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL** (Incorporated by special Act of Parliament).*

In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : , towards the funds of your Association.

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Cheques or Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd," not negotiable.

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Present prices 1/2, 8½d.



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Thousands of mothers have found to their joy and comfort that the 'Allenburys' Foods provide exactly what Baby needs to bring him through this critical period safely, firm in flesh, vigorous and happy.

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Obtainable of all Chemists

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Continued.]

the idea seems to be warm clothing and a head well tied up. If flying proves pleasant and safe, how happily will those who had *mal de mer* say farewell to Channel and ocean—how pleased they will be to look down on these old enemies to ease!



SECRETARY OF A SECTION OF A WAR-SERVICE LEGION: MRS. NUGENT ALLFREY.

Mrs. Nugent Allfrey is Secretary of the Soldiers' and Sailors' Embroidery Section of the War Service Legion. She is a daughter of the late Hon. Evelyn Cornwallis Anderson-Pelham, and is a cousin of the Earl of Yarborough. Her husband is Capt. Nugent St. Clair Allfrey, Dragoon Guards.—[*Photograph by Bassano.*]

There is quite a boom in evening dresses; our better-known modistes are finding it difficult to supply all that are required. There are beautiful materials, trimmings, and accessories, but a shortage of workers. Will girls in the coming days be content to have just a pittance a week while they learn some one branch of a good trade like dressmaking? It is thought not; they may even prefer to pay premiums to learn the whole thing, for such a knowledge offers good promise. To make bodices, or sleeves, or skirts, or buttonholes all one's life is neither interesting nor remunerative. On the other hand, I am told by a great dress-builder that, out of every twenty girls in her establishment, there are never more than four who can do more than the mechanical one branch of dress-making. The four exceptions invariably learn the other parts of the profession and become full-blown modistes; but even they cannot fit—a fitter is a very Queen of the work-rooms, often an extremely autocratic ruler.

The ball fixed to take place at the Royal Albert Hall, and called the Peace or the Stage Ball, was postponed from the evening of Dec. 31 to that of Jan. 8. The change is a good one, for very many people had already fixed up where and with whom they were going to see the New Year in. It has always been a favourite function, and this coming year is of specially roseate prospect. There are a large number of private engagements and the usual restaurant parties, and a few others as well. Everyone who likes to dress up and dance wants to be at the ball, for which pretty actresses are doing excellent business in tickets. The pageant part of it will be very wonderful, for the leading lights of the stage are engaged over it under the clever leadership of Sir Johnston Forbes-Robertson. The object—the children of our war-blinded sailors and soldiers—would draw us to the Royal Albert Hall, were it not to have a rollicking dance and see a unique and dramatically historical sight.

From those in the know I hear that we need look for no authentic pronouncement as to Courts or other State functions until this year has taken itself off. As it is about to do so and baby January is coming so soon, our wait will not be long. Before the war, which seems to some of us like before the Flood, there was a Diplomatic Court in February. At the moment Embassies and Legations are rather depleted. No Russian, no German, no Austrian, no Turkish, no Bulgarian, and no one in any of these circles to be presented. On the other hand, there is a vast increase in the number of our own people waiting to go to Court which will much more than make up for the lack of Diplomatic presentations. There is unlikely to be any alteration in the regulations as to Court dress. Some ladies believed that ordinary evening dress would be admissible now that we were so democratic. As opinions differ very widely as to what is ordinary evening dress, such a decree would be dangerous to the dignity of a State assemblage. Also those who are in a position to make use of a presentation as a means of *entrée* to other State circles will always be able to afford a train and plumes. It is very certain that all women who wish to be thought in such a position will also gladly invest in the tail and feathers which make the Court bird.

A. E. L.

The war has been a prolific mother of heroes, but not one has a surer place in the hearts of the people than Field-Marshal Sir Douglas Haig. It is more than gratifying news that at the end of January, or early in February, the great soldier and popular hero will make a triumphal march through London.



WIFE OF AN OFFICER IN THE GUARDS: THE HON. MRS. FRANCIS CECIL ST. AUBYN.

The Hon. Mrs. Francis St. Aubyn is the wife of Lieut. Francis St. Aubyn, Grenadier Guards, heir-presumptive to the Barony of St. Levan. She was formerly the Hon. Clementina Gwendoline Catharine Nicolson, only daughter of Lord Carnock, and was married in 1916.

Photograph by Elliott and Fry.

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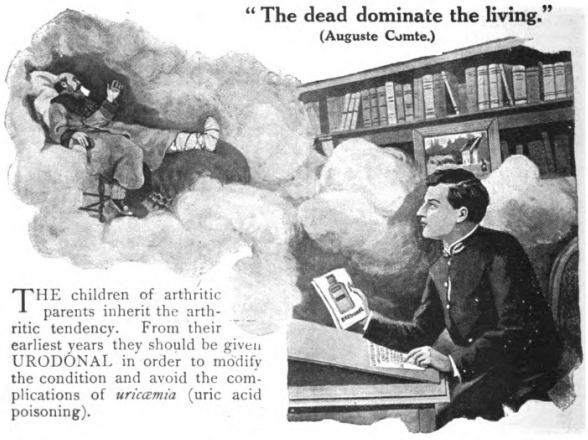
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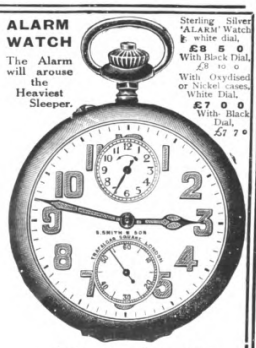
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Lotus

MANY, in fact nearly all, of the shops appointed to sell Lotus and Delta have stocks of women's leather buckle shoes, like the one engraved here.

During the winter these shops are accumulating and treasuring them for next Easter and Whitsun, because by that time the finer leather shoes for women will be so scarce that they will have to be supplemented to a large extent by fabric shoes.

Parts of these accumulated stocks have, too, the old August 1917 prices, Lotus 22/6, Delta 12/9, branded on the soles, and are still being sold at these prices.

In January, a better selection both of sizes and of styles can be offered to purchasers than it will be possible to offer in April and May, and already advantage is wisely being taken of this fact by those women who are concerned about their shoes for next summer.

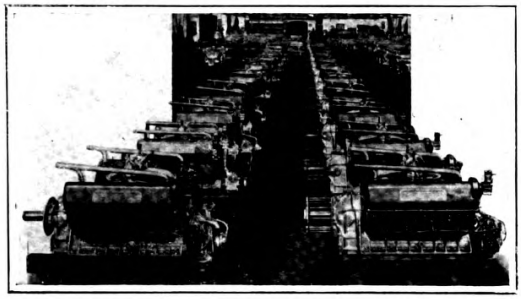


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THE CHRONICLE OF THE CAR.

The Fortunate French.

While our own authorities are busy talking about the concessions they intend to make to the motorist some time next year, the French Government has taken matters in hand at once, and has announced that on and after the 1st of January motor-cars may be used freely for any purpose, and that all restrictions on the use of petrol and paraffin are to be removed. We, on the other hand, do not know where we stand. Several so-called concessions have been announced, but when they are examined, they really amount to very little. For example, the latest announcement, to the effect that presently the authorities will perhaps increase the present allowance to taxi-cabs by 20 gallons per month per cab, leaves me quite cold. It certainly does not help me any farther forward in the use of my own car, either for business or pleasure. Nor does it give me any indication of when the time is likely to arrive when I shall be able to take it on the road without risking all the penalties provided by "Dora" for those who displease her. I am quite at a loss to understand the tardiness of the Petrol Control Department in stating its intentions. It is not due to any shortage of petrol. On the contrary, I am assured, by those who are in a position to know, that our stocks are larger than they have ever been. The cessation of flying at the Front, and the smaller demands of the motor-transport services, have set free an enormous quantity of motor fuel for other uses; yet not only are we still restrained from obtaining any, but we cannot even be told approximately when the restrictions are to be removed. All we hear is that there is very little probability of there being any petrol for private use until after peace has been signed—which *may* be next summer. And in the meantime, the French, with a wider vision and more imagination than is given to our own authorities, have given earnest of their appreciation of the part motor transport is destined to play in development, and has set its motoring free. As I have said, it is not a question of stocks. We have any amount of petrol in the country. Moreover, France is just as dependent on overseas sources of supply as we are, and, withal, has not the same tonnage available to carry the fuel she requires. Not only does the French motorist score heavily in comparison, but, at a stroke, the French industry is freed from the clogging effect of war restrictions, and begins to know where it stands. No wonder they are talking about road-racing next summer; while the best we can do is to discuss light-car reliability trials in 1920!



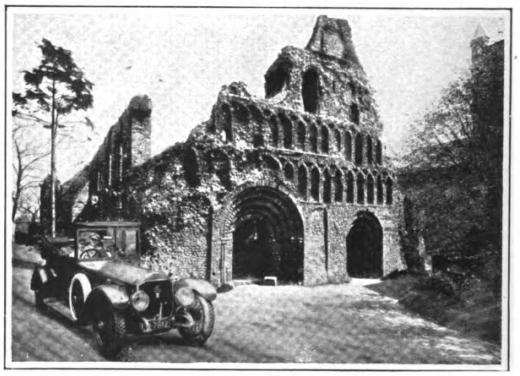
READY FOR DELIVERY: SUNBEAM AERO-ENGINES.

Among the many exceedingly successful aircraft-engine models made by the Sunbeam Motor-Car Company during the war is a light eight-cylinder, water-cooled type, with reduction-gear. A batch of these is here shown in one of the firm's magnificent finishing-shops.

Paying for Delivery.

I understand that the British manufacturing trade has decided to call upon purchasers of cars to pay for their delivery at the rate of sixpence per mile, the distance to be calculated from the factory to the purchaser's residence. The reason given is that it is necessary to prevent competing agents from cutting prices by offering free delivery, or allowing the cost out of the price charged. I am all in favour of fair trading, and against price-cutting, which does no good either to the manufacturer, the retailer, or, in the long run, the purchaser; but I confess I do not like this impost—for that is what it is. If it means what it says, this enactment of the trade provides that if I, who live in London, buy a Coventry-built car, and drive it away from the works myself, I shall still have to pay an extra £2 10s. for delivery. Alternatively, I may go to the firm's show-rooms in London, buy a car out of stock, and still have to pay that 50s. I can quite understand the American system of pricing for delivery, under which I buy my car at the works at one price, and in New York, for example, at a higher figure based on the cost of transport; but I fail to appreciate the logic of the new British levy. It is an irritating charge at best; while there is nothing in it from the point of view of the maker, who certainly does not cut his profits so fine that £2 or £3 can make all the difference between successful trading and failure. I know that when I am buying an article costing several hundreds of pounds, I like to feel that the seller has, at least, so much interest in pleasing me that he is willing to deliver the goods at my door without charge. The Stores will do that if I spend ten shillings, so how much more may the average buyer of a car expect to get the same concession! It does not increase one's belief in the benevolence of trade organisation and price-maintenance arrangements.

W. W.



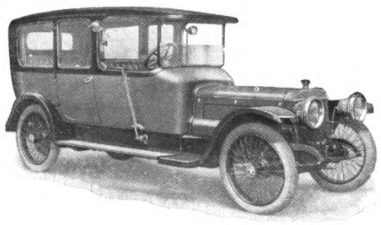
AT COLCHESTER ABBEY: A NEW MODEL SIX-CYLINDER NAPIER.

The Napier shown is a new model six-cylinder. The post-war six-cylinder Napier has been vastly improved, owing to experience gained during the war, especially in the manufacture of the Napier aero-engine.



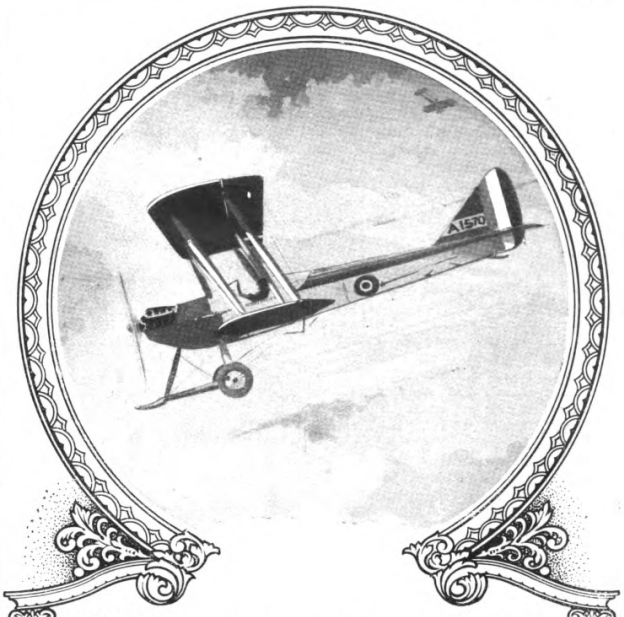


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No firm has contributed more to secure this aerial ascendency or possesses stronger credentials for post-war productions than

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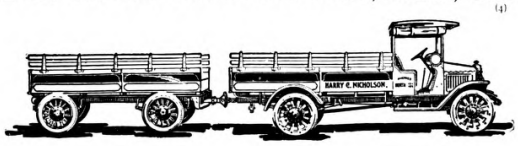
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MUSIC AFTER THE WAR.

BY S. L. BENSUSAN.

THE immediate future of music in England is a matter of interest and uncertainty. In the world of opera Wagner will not be popular, and for some years to come the great Ring cycle is not likely to be heard. One might say that art should rise above all strife, and we know that we cannot live wisely in a musical sense without Beethoven and Mozart. It is possible to carry this principle too far. Dr. Richard Strauss is one of the greatest living masters of music; but his "Salomé" and "Elektra" are the work of a perverted genius, and so too is his nauseous "Biblical" ballet dealing with Potiphar's wife. The composer appears to have left the clear serene of art in order to abuse the nation that accepted without understanding him: an interview was published in the German Press as late as March last explaining his view that England was to be very properly annihilated in April. From a serious artist such raving is unpardonable. Even Hans Richter is said to have fulminated against England; but he is dead, and in his prime did much for us, so that his indiscretions may be forgiven and forgotten. German players, singers, conductors must all suffer for their country's sins, and their absence from our opera-houses and concert-halls will create gaps that, let us hope, English men and women will fill.

It was a common complaint against English composers in the years before the war that they had nothing to say and said it learnedly and at great length. Since 1914 the world has passed through a crisis that will find expression in all the arts, and military service has been accepted by or forced upon many young musicians. They will have plenty to say hereafter, and it may be that the chances of saying it will be more frequent than they were before.

The public has always shown a marked reluctance to patronise those whose future is not assured, and it is hard to start a career as a genius. Recitals have been too highly priced; hundreds of young men and women whose gifts should avail at least to earn a living wage have been obliged to borrow money or tout among their friends to raise the heavy cost of an initial recital. Now that we shall be making a fresh start, some of the abuses that cluster round the concert-hall should be swept away; it should enter into competition with the places of amusement that cater for the rank and file. Composers who are capable of doing good work are deliberately forced to write down to the standard of taste prescribed by those who trade in ballad concerts; the revue claims the services of many who are worthy of a better fate. There was a marked tendency in the years before the war to look to foreigners for the interpretation of high-class music; the number of English men and women who could secure a hearing was absurdly small. Belief in Germany as the arbiter of the world's musical destiny was largely responsible for this; and Dr. Strauss may be said to have inaugurated an era of sensationalism in music, thereby further degrading the public taste.

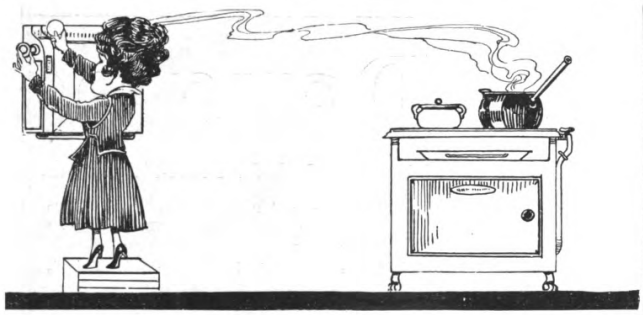
Our orchestras were filled with Germans, many of them men of great capacity, and probably free from reproach; it is their misfortune rather than their fault that their places know them no more. In short, the passing of the German in all his Protean aspects from the arena of British music gives the native-born a fresh chance in every department.



ON HIS RECENT ARRIVAL IN LONDON: GENERAL BOTHA INSPECTING THE GUARD OF HONOUR AT ST. PANCRAS STATION (2ND SOUTH AFRICAN REGIMENT).—[*Photograph by C.N.*]

It is rumoured that President Wilson is likely to come to England somewhat earlier than the date originally arranged. The change of plan matters nothing, for the wise and humane President is sur of a welcome unchallenged by any dissentient voice. It is, perhaps, rather a rare thing for a democratic statesman, even of the highest rank, to blend dignity, resoluteness, and humanity with such skill as that shown by the President of the United States.

On Christmas Day the Church Army, of 55, Bryanston Street, W.1, provided Christmas fare for fully 10,000 sailors and soldiers on leave in its many hostels in and near London, including a very large number of returned prisoners of war, invalided men in its convalescent homes, and men discharged from the Army and the Navy; and tea and entertainment were provided for sick and wounded in hospital. Very great numbers, which cannot at present be accurately stated, were entertained in the Church Army's hundreds of recreation-huts, tents, and centres for men of His Majesty's Forces in this country and abroad. In the same Society's institutions for women and girls upwards of 2000 were provided for; and the very poor were also remembered. To meet these demands the Society will be most grateful for gifts in money (cheques being crossed "Barclay's, a-c Church Army, payable to Prebendary Carlile, D.D.), the founder of the Army.



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ROMANCE AND REALISM:

TWO SEASONABLE BOOKS.

THE coming of Christmas seems to have brought us once more into the regions of romance, as a relief from four years of the tragic realism of war. In "Danger," by Sir Arthur Conan Doyle (John Murray), we find a curious compound of war-influence, grim imaginings, a scientific dream, and romance. The opening story, "Danger," was written eighteen months before the outbreak of the war, and conveys a certain sense of pessimistic prophecy, but it will be read also for its play of human passions in all ages. It is rare for a writer of imaginative romance to see his prevision so soon translated into something approaching actuality. It may well be hoped that the danger of a nation being "fed from without" may not be "waved aside" now that it has so nearly approached the realisation of fictional prediction, and that the preventives suggested may not fall upon barren ground. The suggestions for national defence in "Danger" serve to emphasise the piquancy of other stories in the volume, such as "One Crowded Hour," and the tragi-comical "Fall of Lord Barrymore," in which crude humour in the days of Vauxhall Gardens is a dominant note; while the Sherlock Holmes touch is felt in such stories as "The Horror of the Heights," a blood-curdling bit of aeronautical fantasy, and in other examples of characteristic fiction.

In "Youth Went Riding," by C. E. Lawrence (W. Collins and Co.), we are taken at once into a period and land of high romance. The adventures of that gallant youth, Michael of Palentyre, seem as though they should have been recorded on parchment scrolls, glorious with gold and colour, so picturesque is this fanciful story of love and adventure in a long-dead century. It is a brave word-picture, full of a romantic inspiration which may well come as a chivalrous relief to readers of poetic temperament weary of the war and its horrors and glad to be taken out of the turmoil of general elections and other necessary, but prosaic, incidents in the lives of ordinary people living in prosaic conditions. Michael of Palentyre is a sort of picturesque, boyish Don Quixote, with all the meagre knight's chivalry, and none of his unconscious absurdity. The romantic episodes with Isabella, Ermyntrude, Myrette, and other poetically named heroines are in a high vein of chivalry, and the young knight's ideal is faultless—"I will fight wrong till I die; I will fight for the weak and shelter them with sword and shield and roof"—of a truth the vow of a most "parfit gentil knight." A book such as "Youth Went Riding," which breathes romance in quaint and often beautiful diction, is worthy of welcome in an age so practical, but, be it admitted, so prosy that the tragic story of the past few years is almost the only romance on the hero'c scale which it can claim.

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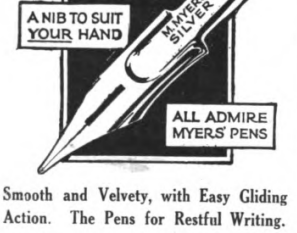
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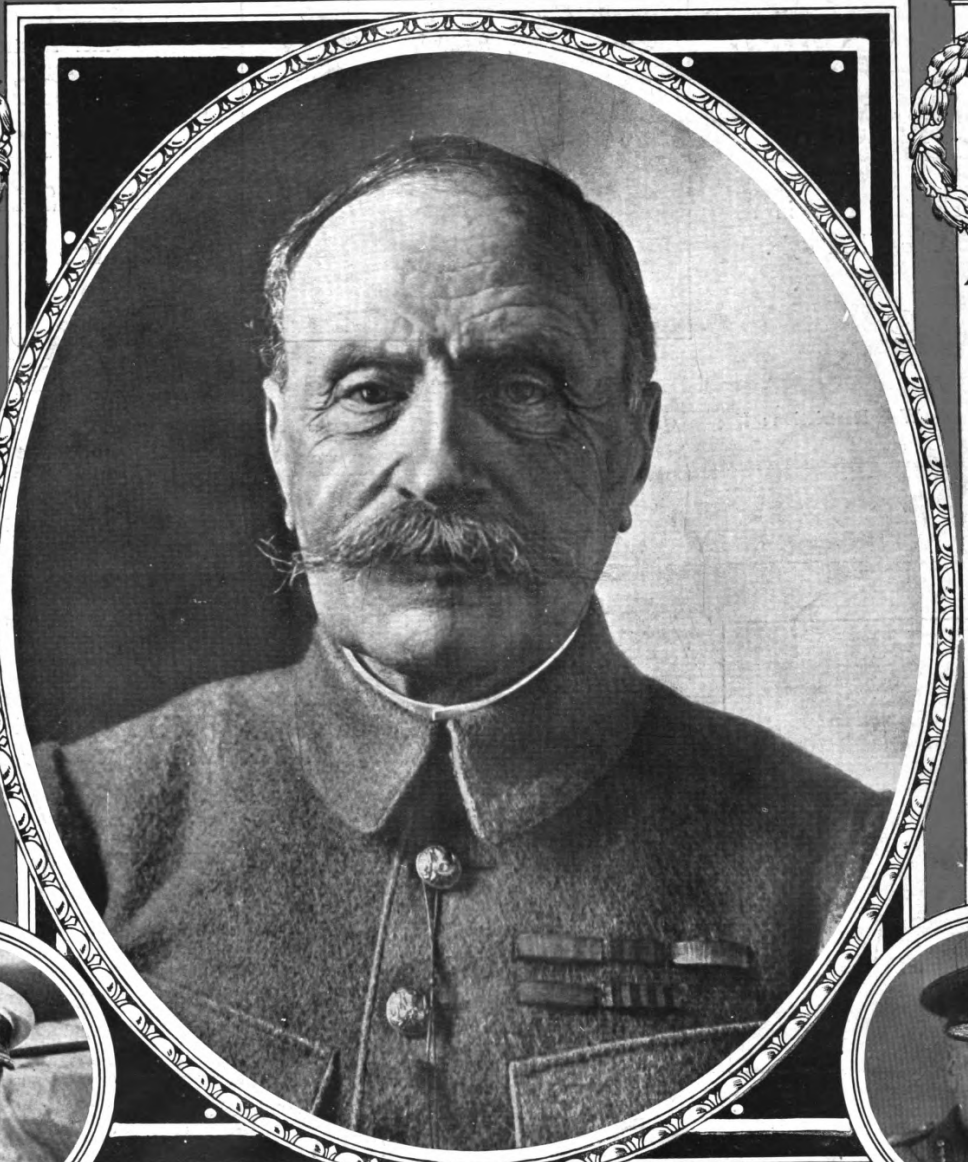
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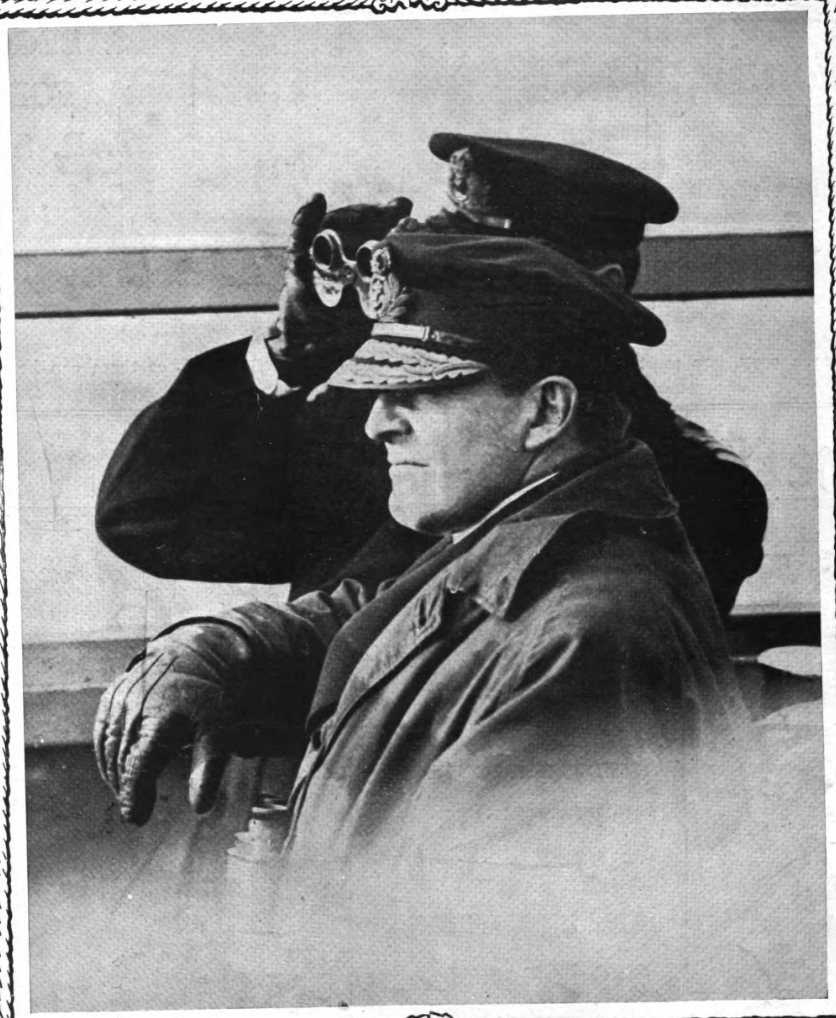
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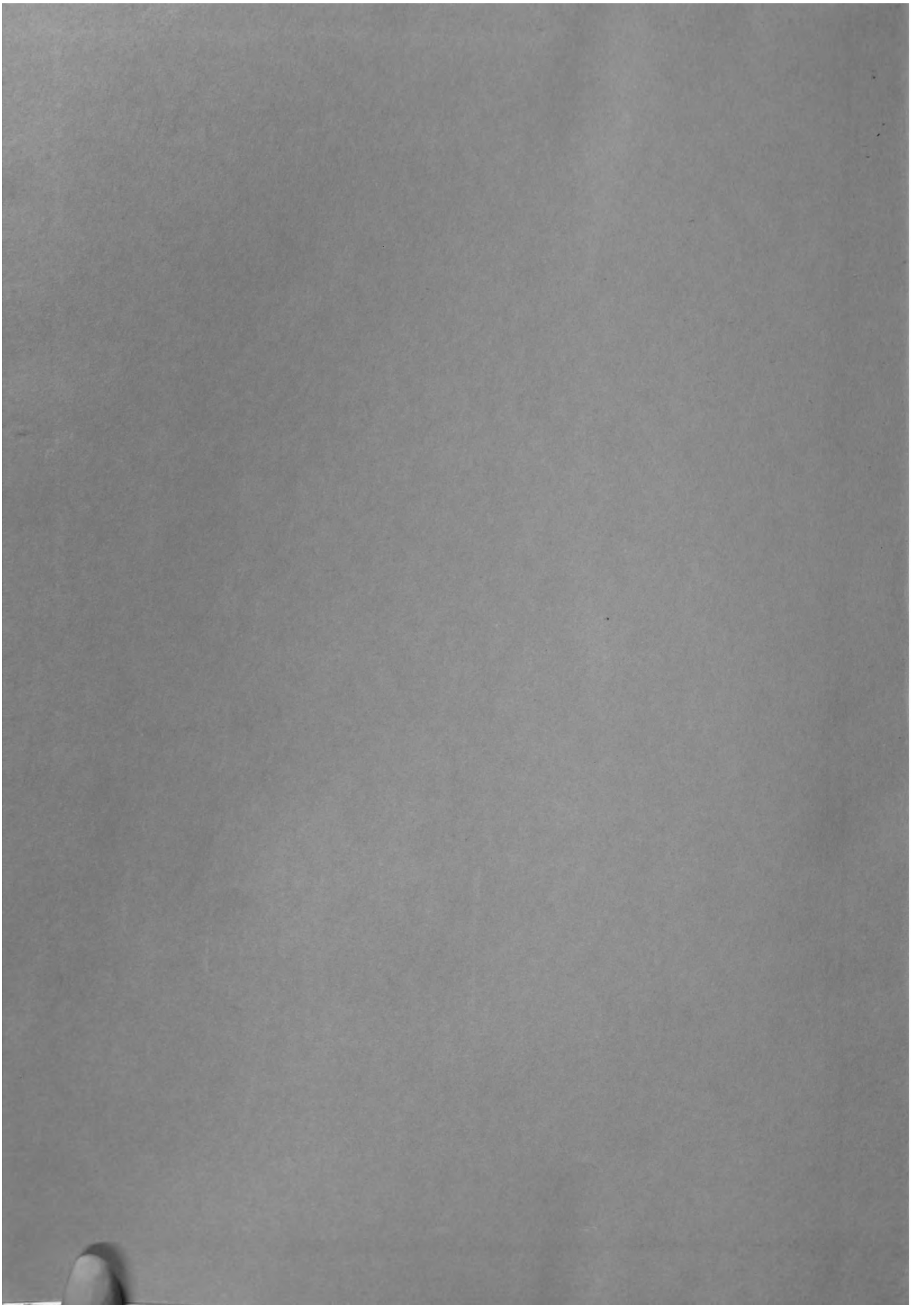
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